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## EARLIER TELEGRAMS.

## BRITAIN'S STAND AGAINST TURKEY.

London, Sept. 23.

Mr. Lloyd George, addressing pressmen at Downing Street, said he wished to explain the facts regarding the position in the Near East in view of the misapprehension of the character of the difficulties that had arisen. He declared that the strengthening of the military and naval forces was dictated by two supreme considerations, first, anxiety regarding the freedom of the seas between the Mediterranean and the Black Sea, which was an essential primary condition.

The War had demonstrated very clearly that the freedom of the Dardanelles was vital for the security of the Empire and protection of commerce. The closing of the Straits by Turkey, who owed more to Britain and France than any other Power in the world, was an act of perfidy which was responsible for the collapse of Russia, the defeat of Rumania and the prolongation of the war by two years. It was an essential condition of world-peace that there be an effective guarantee for the freedom of the Straits, and peace signed without achieving that object would be equivalent to defeat. Therefore the first purpose of the British action during the last few days had been to ensure the freedom of this essential waterway to civilisation.

In doing this, Britain was not taking separate action but simply carrying out the policy agreed between the Allies in 1918. "We have not departed therefrom one iota and could not do so without betraying the trust which the Empire vested in us."

The second object was to prevent an exceptionally horrible war spreading into Europe. He would not attempt to apportion the blame between the Greeks and the Turks; but the facts that Smyrna had been destroyed and massacres had occurred were sufficient justification of our policy. If an army which could not be restrained from perpetrating such outrages crossed to Constantinople, he feared there might be a repetition of such terrible incidents. There was the danger also of the spread of the conflagration to the inflammable Balkans.

The Premier recalled that the War of 1914 began in the Balkans, and he therefore regarded it as of paramount importance to European peace that the war in Asia Minor should not spread to Europe.

Mr. Lloyd George emphasised that Britain had been most impartial between the Greeks and the Turks. The Greeks had recently threatened to march to Constantinople, necessitating a passage through the neutral zone, but the British Generalissimo of the Allied forces had warned the Greeks, in terms identical to those just used to Mustafa Kemal, that he would not allow them to enter the neutral zone.

Incidentally, the Premier mentioned that his military advisers regarded it as essential that Chanak should be held in order to secure the freedom of the Straits to unarmed vessels.

He proceeded to emphasise that we did not want to hold Gallipoli or Chanak in the interest of Britain alone. He did not claim that Britain alone should have sole responsibility. "On the contrary, we believe these important shores should be held under the auspices of the League of Nations in the interests of nations alike." The freedom of the Straits was a matter of life and death with Rumania and Russia, and it was fundamental alike in the interest of the world's commerce. The British Government, however, had not gone back on anything it had said about Constantinople remaining Turkish, nor was it putting up any fight regarding the sovereignty of Eastern Thrace.

Concluding, the Premier laid stress on not departing from the agreed policy of the Allies, enunciated in 1918.

He recalled that the proposals for the protection of minorities by mandates had broken down; but the Straits remained, and he added: "The fight we are putting up at present is to ensure, whatever happens at the Peace Conference, that we will not abandon the policy of securing the freedom of the Straits. By that I do not mean clauses depending on the caprice of the Constantinople Government. Security must be of a more reliable and effective character than in 1914." That was why Britain had taken the steps she had, and she would do her best to secure an immediate conference.

The appeal made to Australia and New Zealand, particularly, was because they had a particular interest in Gallipoli. They had made great sacrifices of thousands of their most heroic sons in the cause of the freedom of the Straits, and they felt when that freedom was challenged that they had a right to associate themselves with us in any action to maintain what had cost them so much to achieve.

Replying to a question, Mr. Lloyd George reiterated emphatically that Britain did not want a second Gibraltar in the Dardanelles, but wanted the League of Nations to keep the Straits open for all nations.

Mr. Lloyd George, after his fifty minutes' address to pressmen at Downing Street, was specially interviewed by Reuters on the subject of the Dominions, notably the Canadian criticisms regarding the method of publicity used by the British Government as regards its invitation to the Dominions to send contingents. He emphatically denied that the Dominions were in any way being exploited for political purposes, and said there was no question of any such thing. The impression was entirely unfounded. The Cabinet felt that the sacrifices of Australia and New Zealand at Gallipoli entitled them to consultation when the question of the freedom of the Straits was involved, and the Cabinet had decided, therefore, that those Dominions were entitled to participate in the defence of the Straits. The Cabinet felt at the same time that it would be impossible to ask those two Dominions without inviting the remainder, thus Canada and South Africa had also been approached. It was noteworthy that Canadian criticisms specially referred to the fact that no such invitation was made in 1914, when the Dominions spontaneously volunteered.

London, Sept. 23.

It is stated that the British naval force concentrated in the Straits will shortly include at least seven capital ships, mounting altogether 69 thirteen and a half inch and eight fifteen-inch guns.

Constantinople, Sept. 23.

The French commander has informed the British authorities that he will assure maintenance over Stambul in the event of trouble in Constantinople. French whippet tanks have been brought to a central vantage point, near Seraglio Point, and the French garrison at Stambul has been strengthened by a battalion from Chatalja. The French Government has also wired to Mustafa Kemal, requesting him not to take action until the arrival of the special-embassy, who left Paris yesterday for Smyrna.

London, Sept. 23.

A Russian Note, following that of September 14th, says that Russia cannot consent to the Straits being opened to the battleships of any country or to the British control of the Straits against the wishes of the Powers possessing vital interests in the Black Sea, who should have a right to decide the fate of the Straits. Russia cannot recognise any new regime established without consultation with Russia.

Bulgaria has delivered identical Notes to London, Paris and Rome, upholding the freedom of the Straits and advocating the establishment of an autonomous State in Thrace under the control of the League of Nations, with special arrangements for safeguarding the religious interests of Adrianople.

London, Sept. 23.

Despite the dangerous concentration of the Kemalist forces in the direction of the Straits, coincident with the assembly of growingly powerful British naval and military forces, there is a distinct lessening of the tension here as time passes without a clash and as the diplomatic forces of the Allies are focussing all their energies toward a peaceful solution.

The French are redoubling their efforts to prevent the Kemalist's imprudence by sending M. Bouillon, negotiator of the Franco-Angora Treaty, aboard a fast destroyer to use his influence with the Kemalist leaders.

Yesterday the resumed discussions between Lord Curzon, M. Poincare and Signor Sforza in Paris, lasting four hours, centred around the nature of the invitation to Angora, the French and

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Italians endeavouring to embody therein assurances regarding Thrace, Adrianople and Constantinople, while Lord Curzon thought that any modification of the Treaty of Sevres should only be formulated at a peace conference.

The Allies will probably send separate Notes if a collective Note is not agreed upon today. It is expected that the Turks will be invited to a preliminary conference at Mudania with a view to an armistice.

Judging from a Paris semi-official message, the French contemplate fully restoring Constantinople to the Turks and withdrawing the Allied troops, but placing Thrace under Turkish sovereignty with the League of Nations administering it similarly to the Sarr region, while the Straits will be demilitarised, with certain safeguards.

Mr. Cregar, the National Progressive Leader, has been summoned to confer with the Premier, Mr. Mackenzie King. The latter announces that his personal view is that the promise to send or the actual despatch of Canadian troops to the Near East should be decided by Parliament.

The ex-Premier, Mr. Meighen, addressing business men at the Conservative Club, assailed the delay of the Government in replying to Britain's appeal. He asserted that the policy of delay might drag Canada into war. What Britain desired was a declaration of the Empire's solidarity. Mr. Meighen said he would back Mr. Mackenzie King in rushing a message of loyal co-operation, similar to that of New Zealand and Australia. He added: "Canada, which was a party to the Sevres Treaty, when asked to stand by the compact, should have said 'Aye ready,' but did nothing."

Paris, Sept. 23.

As an outcome of the Near Eastern Conference, Britain, France and Italy have jointly invited Turkey to a conference, promising to recognise the Maritza frontier, including Adrianople, and Turkish sovereignty over the Straits, subject to guarantees of their neutrality. The foregoing is conditional on the Turks not crossing the neutral zone.

Before the conference the Allies will use their influence to effect the withdrawal of the Greeks to a line fixed by agreement between the Allied Generals and the Turks and Greeks, the meeting for which should be held at Mudania or Ismid between the Allies and Mustafa Kemal.

The conference concluded by expressing its conviction that the Allies will be able to co-operate with Turkey like an ally in the re-establishment of peace.

The invitation suggests a meeting at Venice or elsewhere between plenipotentiaries of the British Empire, France, Italy, Japan, Rumania, Jugo-Slavia, Greece and Turkey as soon as possible to conclude a definite peace treaty between the Turks, Greeks and the Allied Powers. The latter are willing to support the allocation of the aforementioned frontiers to the Turks, it being understood that measures will commonly be agreed upon to safeguard the

(Continued on Page 3.)

## JAPAN AND RUSSIA.

## The Changchun Conference.

Tokyo, Sept. 23.—It is reliably reported that the Cabinet has instructed the delegates at Changchun that the first agreement must apply to China only, and become effective immediately on signature. The Nikolaevsk affair and occupation of Saghalien were so closely connected that they were not discussable separately. Japan would be prepared to discuss the evacuation of Saghalien after the Chita agreement was concluded.

If the Russians insist on discussing Saghalien at the present conference, Japan will withdraw.

Japan agrees that the application of prohibition of propaganda and hostile movements be extended to Soviet Russia.—Reuters.

Changchun, Sept. 23.—The conference resumed its session on Saturday. Acting on instructions from Moscow the Russians insisted on the evacuation of Northern Saghalien, which should be considered independently of the Nikolaevsk affair and requested that a date be fixed for the withdrawal of troops as declared beforehand, to which the Japanese persisted in their former attitude that the evacuation of Saghalien would be effected immediately upon a settlement of the Nikolaevsk affair, which should be considered forthwith after the signing of the general agreement now under discussion. The Japan delegation declared it was impossible to indicate any date for the evacuation before the signing of the agreement. It was finally decided to adjourn the conference until the Japanese receive final instructions from Tokyo.—Reuters.



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EARLIER TELEGRAMS.

BRITAIN'S STAND AGAINST TURKEY.

Continued from Page 1

Interests of Turkey and her neighbours, demilitarise certain zones  
which shall be determined, ensure peaceable and regular establish-  
ment of authority, and finally secure efficaciously, under the  
auspices of the League, the freedom of the Dardanelles, Sea of  
Marmara and Bosphorus; also protection of racial and religious  
minorities under the three Governments; also support Turkey's  
admission to the League. The Allies repeat their promise to leave  
Constantinople when the treaty becomes effective.

London, Sept. 21.

A deep sigh of relief was heaved in London and Paris at last  
evening's announcement that a deal had been reached between  
the Allies and a united Note sent to Ankara instead of a series of  
separate Notes as appeared probable.This decided change in the situation for the better was not  
anticipated and only came at the conclusion of a strenuous day's  
deliberations by the part of Lord Curzon, M. P. and Signor  
Storace.

Paris, Sept. 21.

An authoritative informed French correspondent writes that  
the conditions are very acceptable to Turkey. He has gathered the  
impression in the main circles that Ankara is satisfied with the  
contemplated substantial modifications of the Treaty of Sevres.  
A new peace treaty is proposed in the Treaty of Sevres.  
Probably settle with the Turkish-Greek conflict and the Treaty of Sevres.  
In the latter instance being a substitute for the Treaty of Sevres.  
It is anticipated that all nations concerned will be satis-  
fied with the new proposals except the Greeks, whose aspirations  
after territorial expansion will be frustrated. Tribute from Paris  
is particularly lavished on Lord Curzon, to whose sincere desire  
to avoid war M. Poincaré strongly testified after the Conference.

Constantinople, Sept. 21.

A strong force of Kemalist cavalry crossed the neutral frontier  
in the Chanak region near the village of Erenkuy yesterday within  
gunshot of the British lines. The Governor of Chanak was sent  
to warn them to retire as they were transgressing the neutral zone  
and arranged that General Shuttlesworth should meet the Turkish  
Parliamentaries at six o'clock this morning with the view to obtain-  
ing an amicable withdrawal of the Turks. General Harington has  
summoned the Ankara representative here for the purpose of making  
similar representations. It is believed that in view of the Allied  
acceptance of the Turkish Thracian demands a friendly under-  
standing will be reached.

Constantinople, Sept. 21.

The British destroyer Speedy sank in seven minutes in the  
Sea of Marmara as the result of a collision with a Dutch trawler.  
Ten of the crew of the Speedy were drowned and 87 rescued.

BOMBING PLANE CRASH.

Minesola, Sept. 21.

The pilot, two non-commissioned officers and three privates were  
killed by a huge bombing plane, participating in Army manoeuvres  
at Muchfield, crashing. The machine burst into flames when it  
struck the ground and was completely destroyed. Three of the oc-  
cupants were incinerated and the others thrown clear. Thousands  
of spectators were on the field which was brilliantly illuminated by  
searchlights.

THE RUBBER PROBLEM.

Amsterdam, Sept. 23.

Advices from London confirm the statement of Mr. Copeman,  
Chairman of the Eastern International Rubber Produce Trust,  
that prominent British rubber enterprises in the Dutch Indies are  
supporting the voluntary limitation of production. The Dutch Minis-  
ter for the Colonies, however, is hesitating to submit official pro-  
posals in view of the rubber interest's opposition to the export  
duty and similar measures. Limited tapping is now advised.

(Continued on Page 5.)

TYPHOON AT WEN-  
CHOW.Terrible Losses on the  
River.Wenchow, Sept. 16.—A typhoon  
of the most devastating character  
known to the oldest resident here  
struck the port with startling sud-  
denness on Monday. The river  
craft suffered terribly. The China  
Merchants' steamer Feiching had a  
wonderful escape from serious  
damages. She was moored to a big  
ponton, strongly fastened by an-  
chors and chains, but the whole  
ponton broke away between 8 and  
8.30 p.m. and, in dense darkness,  
the ship, swung up stream. She  
struck a river-side house broadside  
and, although, unfortunately, the  
house was demolished, the tempo-  
rary holding up of the ship allowed  
time for her to be got under control.A Government launch, with 50  
men on board, was not so fortu-  
nate, for she crashed bows on  
into the river-side wall of the pre-  
sences rented by the A.P.C. This  
tenant her total wreck, but 24 of  
the men were saved through the  
valiant and praiseworthy effort of  
Mr. Powell, the A.P.C. agent,  
and his servants. Another steam  
launch went under with five men.  
The Chinese estimate that close  
upon 100 punks and other big craft  
were lost, whilst they place the  
loss of small boats, such as rain-  
pans, at about 1,000. It is impos-  
sible to estimate the total loss of  
life.On shore, walls and houses were  
falling like packs of cards. The  
city was in dense darkness, owing  
to the electric light being early cut  
off by the storm. The city now  
presents a picture of destruction  
which can only be described as like  
that of a place that has suffered a  
severe bombardment. The second  
rice crop is badly damaged and the  
orange trees have likewise suffered.The English United Methodist  
Church Mission has been badly hit,  
for the college, hospital and big  
church in the city have been seri-  
ously damaged. There is also  
news up to the present of six fine  
churches in the country being razed  
to the ground. The loss to this  
mission alone will total \$20,000.—  
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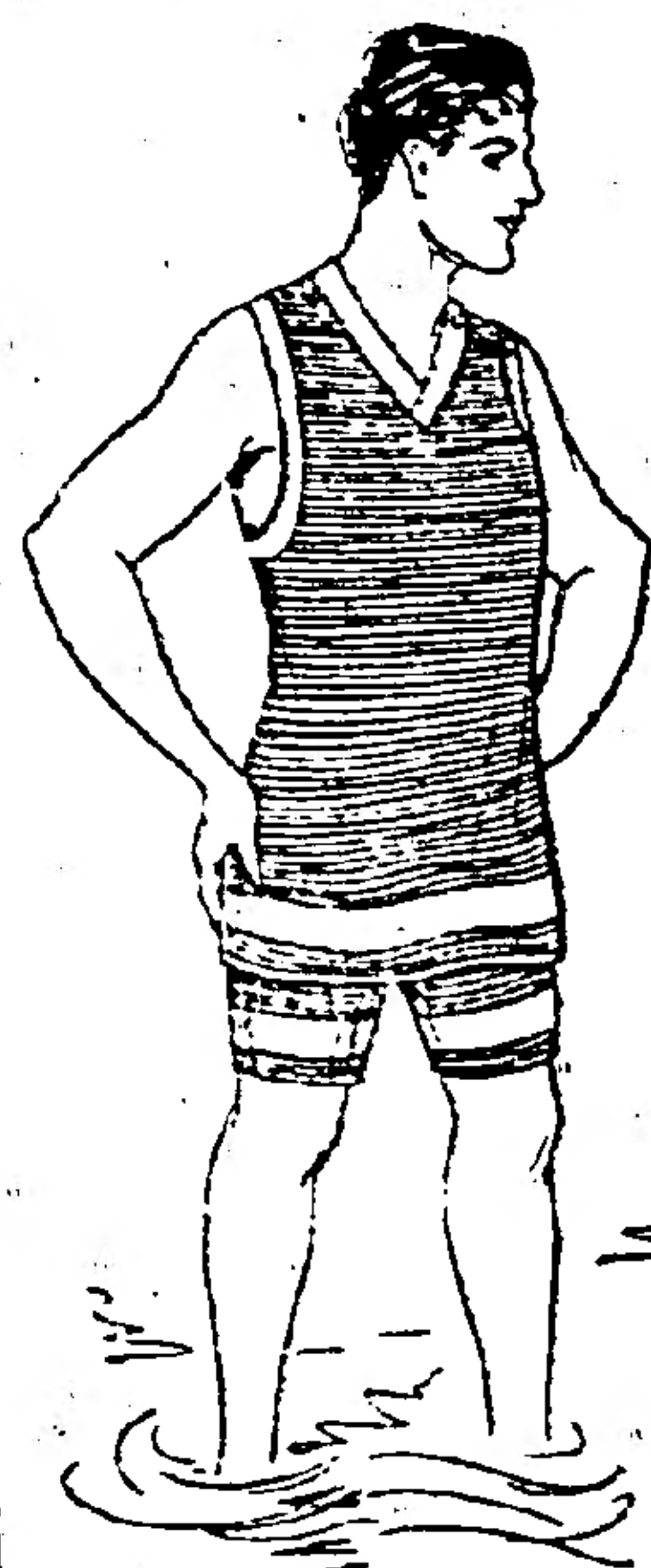
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## NOTICE

**MR. J. C. Battisto** having resigned, his authority to sign on behalf of this Company ceases from date.

## THE UNION TRADING CO., LTD.

Hongkong, 25th Sept., 1922.

## HONGKONG CRICKET CLUB.

**THE Annual General Meeting** will be held in the Pavilion on Friday 6th October, 1922 at 5.30 p.m.

**NOTICE IS HEREBY GIVEN** that on Friday the 6th day of October 1922, immediately after the holding of General Meeting, a drawing for the redemption of Eighty (80) Debentures will be held.  
The numbers of the Debentures drawn will be published in the Hongkong Government Gazette, and the local Newspapers, and holders of drawn Debentures may, upon giving notice to the Treasurers waiving the 6 months' notice to which they are entitled, apply on the 31st October, 1922 to the Treasurers, Messrs. Percy Smith, S. & Fleming, for payment of the principal and interest to the 31st October, 1922.

**THE HONGKONG JOCKEY CLUB.**  
The Fourth Gymkhana is fixed for Saturday, October 14th, 1922. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club and Causeway Bay Stables. Entries close Saturday, 30th September.

## VICTORIA RECREATION CLUB.

**THE Postponed NIGHT FETE** will take place on Monday at 9 p.m. on MONDAY, 25th inst.  
**A. McKIRDY,**  
Hon. Secretary.  
Hongkong, Sept., 23rd, 1922.

## NOTICE

**THE China Specie Bank, Ltd.,** will remove to its new premises, No. 6 Duddell Street on Monday, 25th September, 1922.  
**CHINA SPECIE BANK, LTD.**

## NOTICE.

As from the 1st. of October, the hairdressing saloon of Messrs. Campbell Moore and Co., at present situated in the Hongkong Hotel, will be carried on in the premises of the Hongkong Tigar Store, on the corner of Alexandra Building.  
Whilst thanking our numerous customers for their past support, we beg to solicit the continuance of their patronage.

Hongkong, September 20th., 1922.

## PEAK HOSPITAL

**WANTED.** fully qualified MATRON for Peak Hospital from 1st January, 1923. Application should be addressed to the undersigned before October 10th, 1922 and should be supported by 3 recommendations from two medical practitioners in China or Hongkong.  
By Order,  
**D. K. BLAIR,**  
Secretary & Treasurer,  
PEAK HOSPITAL COMMITTEE.  
Hongkong, 19th Sept., 1922.

## PEAK HOSPITAL

**WANTED.** in March 1923, three fully qualified NURSES for the Peak Hospital. Apply stating qualifications and particulars of experience to the undersigned.  
By Order,  
**D. K. BLAIR,**  
Secretary & Treasurer,  
PEAK HOSPITAL COMMITTEE.  
Hongkong, 19th Sept., 1922.

## KOWLOON CRICKET CLUB.

**THE Annual General Meeting** will be held in Club House on Friday, next, the 29th Sept. at 5.30 p.m.  
By Order,  
**R. J. EDWARDS,**  
Hon. Secretary.

## KOWLOON CRICKET CLUB.

**DEBENTURE** Holders are requested to send their Debentures to the undersigned for payment and cancellation.  
**E. J. EDWARDS,**  
Hon. Secretary.  
Kowloon, 23rd Sept., 1922.

## THE FAVORITE INVENTION OF

**THOMAS A. EDISON**  
"THE PHONOGRAPH WITH A SOUL"  
**IS HERE.**  
THE EDISON MUSIC STORE  
1ST FLOOR, POWELL'S BUILDING

**Ching-Kee S. N. Co.**  
15, Wing Lok St., W. Phone 328  
Regular Service between H.K., Canton, Newchuan, North China.  
**VEE TAI HO-O.** Phone Central 753.

**CHEONG YUE S. S. Co.**  
18, Des Voeux Road, C.  
S. S. "PHANANG"  
Shipway & Harbours  
For Freight or Passage apply  
**CHEONG YUE S. S. Co.**  
Phone Central 2322

**Hongkong-Saigon Line.**  
S. S. "FELICITAS"  
For Freight etc. Apply  
**W. O. PAT SING**  
Phone K. Central 5

**Kwongchow & Fort Rector**  
S. S. "TUNG ON" loading 12th inst.  
Selling 2000 tons.  
For Freight apply  
**LI FAT S. S. Co.**  
Phone Central 2277

## CONSIGNEES.

**NOTICE TO CONSIGNEES.**  
VEREENIGDE NEDERLANDSCHE SCHIE VAART-M. A. S. CHAPPEL (United Netherlands Navigation Company)  
**HOLLAND-POST AZIE LIJN.** (Holland-East Asia Line)  
From HAMBURG, BREMEN, ROTTERDAM, AMSTERDAM & GENOA.  
The Steamship "OOSTERK" having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 1st October, 1922, at 4 p.m. will be subject to rent.  
All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 30th September (Saturday) at 10 a.m. by Messrs. Goddard & Douglas.  
Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.  
No Fire Insurance will be effected by the undersigned in any case whatever.  
Bills of Lading will be countersigned by

**JAVA-CHINA-JAPAN LIJN**  
General Agents.  
Hongkong, 25th Sept., 1922.

**NEEDHAM GUNS**  
A "Hand Made" gun of British Manufacture.  
(Double & 12 bore)  
The Challenger  
Model No. 1 ..... \$10.10.0  
Model No. 2 ..... 12.12.0  
Ejector Model No. 3 ..... 15.15.0  
Sportsmen are cordially invited to inspect a Sample Model on show at

**The Hongkong Sporting Arms and Ammunition Store**  
5 & 6 Beaconsfield Arcade.  
**J. V. Needham, BIRMINGHAM**  
Proprietors: W. W. Greener, Ltd.

**The Kwong Wing Co., Ltd.**  
S. S. "TAI SHI" y. Wednesday, 27th inst.  
Regular service to Wuchow  
Splendid 1st Class Passenger Accommodation  
25, Des Voeux Rd., W. Phone Central 352

**Mee Wah Knitting Co.**  
612, Causeway Bay, Phone Central 1361.  
Manufacturers of Socks, Singlets, Sweaters and Underwear.  
**YU G PO KWAN, President.**

**THE "HAI HING" S. S. Co.**  
23, Causeway Road, W.  
S. S. "HAI HING"  
Monday, Wednesday, Friday.  
**HONGKONG-CHOW LINE.**  
S. S. "CHOW CHOW"  
Phone Central 1776.

**THE HIN FAT S. S. Co.**  
Shipping and Insurance Brokers, Phone Central 2433, No. 127, Wing Lok Street.  
**KWOK HIN WANG,**  
Proprietor.

**On "Jing Co."**  
S. S. "JING CO."  
Metal & Hardware Merchandise, Electric General Engineering & Contractors & Phone 20, Central 3001  
**L. F. LAI,**  
General Manager.

## PUBLIC AUCTIONS.

**THE Undersigned have received instructions to sell by Public Auction on**  
**Wednesday, the 27th. Sept., 1922,**  
commencing at 11 a.m.  
at their Sales Rooms, Duddell Street,  
57 cases Whisky  
19 cases Port Wine  
13 cases Sparkling Muscatel  
Also  
Dutch Liqueur Gin, Claret, Brandy, Kummel, Vermouth, Liqueur, White Wine, etc., etc.  
And  
A few cases of Golden State Champagne  
Terms: Cash on delivery.  
**LAMMERT BROS.,**  
Auctioneers.

**THE Undersigned have received instructions to sell by Public Auction on**  
**Thursday, the 28th. Sept., 1922,**  
commencing at 11 a.m.  
at their Sales Rooms, Duddell Street,  
A Consignment of High Grade Cashmere and Tweed Suit Lengths—superior Overcoating etc.  
Also  
10 dozen Woolen Socks  
And  
A Few Leather Suit Cases  
Terms: Cash on delivery.  
**LAMMERT BROS.,**  
Auctioneers.

**THE Undersigned have received instructions to sell by Public Auction on**  
**Friday, the 29th. Sept., 1922,**  
commencing at 11 a.m.  
at No. 2 Godown (lower) of the Hongkong and Kowloon Wharf and Godown Co. Ltd., Kowloon (for account of the concerned)  
200 Bales Old Newspapers  
100 Bales Old Newspapers  
Terms: Cash on delivery.  
**LAMMERT BROS.,**  
Auctioneers.

**THE Undersigned have received instructions to sell by Public Auction on**  
**Friday, the 29th. Sept., 1922,**  
commencing at 12 o'clock (noon)  
at Hon Shan Godown, Shek Tong Tsui  
(for account of the concerned)  
420 Boxes Tinplates  
Terms: Cash on delivery  
**LAMMERT BROS.,**  
Auctioneers.

**THE Undersigned have received instructions to sell by Public Auction on**  
**Friday, the 29th. Sept., 1922,**  
commencing at 11 a.m.  
at No. 51 Godown (lower) of the Hongkong and Kowloon Wharf and Godown Co. Ltd., Kowloon, (for account of the concerned)  
800 Boxes each 112 sheets Tin Plates, 14" x 20"  
At No. 23 Godown (lower)  
28 drums Silicate of Soda  
At No. 25 Godown (lower)  
5 drums Caustic Soda  
Terms: Cash on delivery.  
**LAMMERT BROS.,**  
Auctioneers.

**THE Undersigned have received instructions to sell by Public Auction on**  
**Friday the 29th. Sept., 1922,**  
at 12 o'clock (noon)  
At Hon Shan Godown, Shek Tong Tsui  
(for account of the concerned)  
500 Boxes each 112 sheets Tinplates, 14" x 20"  
Terms: Cash on delivery  
**LAMMERT BROS.,**  
Auctioneers.

**THE Undersigned have received instructions to sell by Public Auction on**  
**Friday, the 6th. Oct., 1922,**  
at 12 o'clock (noon)  
at their Sales Rooms, Duddell Street  
(For account of the concerned)  
The Steamship  
"CHOYSANG"  
(with all gear and equipment) as she now lies on Fort Island (near Swatow)  
Terms: Cash on fall of hammer when steamer will be at purchaser's risk and account. Buyers will be required to furnish an undertaking that vessel will be broken up.  
For further particulars apply to  
**LAMMERT BROS.,**  
Auctioneers.

## HONGKONG HOTEL GARAGE REPAIR SERVICE

Complete Overhauls and Repairs to any make of Chassis carried out in our

## MODERN WORKSHOPS

Also Coachwork Repairs, Renovation, Repainting and Upholstering.

## MACHINE WORK

A Machine Shop equipped with Modern Plant where all kinds of Machine Work is carried out in

## AT YOUR SERVICE

Batteries Repaired and Recharged. Magnets Repaired and Magnets Recharged.

## TYRE REPAIR SERVICE

Tyres Repaired and Retreated. Largest Vulcanizing Plant in South China. Sizes from 28 x 3 to 36 x 6

## ESTIMATES GIVEN FREE

All work carried out under the direct supervision of European Motor Engineer of 24 years' experience, 12 years Rolls Royce Factory.

Show Room: Pedder Street. Tel. Central 32.  
Work Shop: Russell Street. Tel. Central 659.

## BEATRIZ MICHLENA

## "HEART OF JUANITA"

A Picture That Stirs The Blood.

Tuesday and Wednesday

TWO DAYS ONLY

WORLD.

## BE SURE YOU GET GENUINE SERVICE

## DRY CLEANING

requires thousands of dollars worth of Apparatus and power driven machinery.

Every step of the cleaning process requires exacting care.

The result: every particle of dirt is removed from the garments.

Our pressing machines sterilize garments with live hot steam and eliminate all chances of infection from germs laden clothing.

## STEAM LAUNDRY CO.

**YAUMATI, Tel. Kowloon 32.**  
4, Beaconsfield Arcade, Tel. Central 1279;  
65, Praya East.  
11, Canton Road, Kowloon.



DON'T

## SAVE YOUR EYES.

## CHINESE OPTICAL CO

will give you the BEST ADVICE regarding your eyesight.

67, Queen's Road Central.

## GREENER GUNS

The Far Eastern representative Messrs. W. W. Greener, Ltd., 29, Pall Mall, London, is at present in Hongkong and all sportsmen are cordially invited to inspect a few sample models "Greener" Guns now being shown at our store.  
**The Hongkong Sporting Arms and Ammunition Store.**  
5-6, Beaconsfield Arcade.  
Agents for W. W. Greener, Ltd.

## A PODICURE AND MANICURE

**Mrs. N. Truchkova**  
51, Wyndham Street.  
**HONGKONG PRINTING OFFICE**  
First Floor, Room 12

## VICTORIA RECREATION CLUB.

**ANNUAL Aquatic Festival** at the Victoria Recreation Club, on Thursday, Friday and Saturday, the 28th, 29th & 30th September 1922. Commencing at 4.30 p.m. on Thursday & Friday, and 3.30 p.m. on Saturday. Band in attendance on Saturday.  
Admission:—Non. members, season ticket, \$5.00  
Members, Ladies, Sailors and Soldiers, season ticket, \$2.00.  
Each day non-members \$2.00.  
Each day, Members, Ladies, Sailors and Soldiers, \$1.00.  
Tickets can be had at the Club from Monday, the 25th inst. at 6.00 p.m. Entry forms can be had on application at the V.R.C.  
(Other Advertisements Continued Page 12.)

## "I'LL LEAVE IT TO YOU!"

A Light Comedy in 3 Acts by Noel Coward.  
**AMATEUR DRAMATIC CLUB**

## THEATRE ROYAL

Thurs. 12, Sat. 14, Wed. 15

Oct. at 9.15 p.m.

Prices: \$3, \$2 & \$1.

Book at Montreux Oct. 8.





# THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

## LONDON SERVICE

(Direct)  
TEIRBSIAS 25th Sept. London, Amsterdam & Antwerp.  
PELEUS 2nd Oct. London, Rotterdam & Hamburg.  
ANTIOCHUS 9th Oct. London, Amsterdam & Antwerp.  
HYSON 16th Oct. London, Rotterdam & Antwerp.

## LIVERPOOL SERVICE

(Direct or via Continental Ports)  
KT. TEMPLAR 4th Oct. Marseilles, Havre & Liverpool.  
TYDEUS 20th Oct. Genoa, M'les, Liverpool & Glasgow.  
ORESTES 4th Nov. Havre, Liverpool & Glasgow.

## PACIFIC SERVICE

(via Kobe and Yokohama)  
TYNDAREUS 17th Oct. Victoria, Seattle & Vancouver.  
PROTESILAEUS 7th Nov. "

## NEW YORK SERVICE

(via Suez or Panama)  
ANTIOCHUS 5th Oct. via Suez.  
AGAMEMNON 25th Oct. via Suez.  
TEUCER 15th Nov. via Suez.

## PASSENGER SERVICE.

TEIRBSIAS 25th Sept. for Singapore & London.  
PYRRHUS 1st Nov. for Shanghai & Japan.  
PYRRHUS 4th Dec. for Singapore & London.

For Freight and Passage Rates and all Information Apply to:-

**BUTTERFIELD & SWIRE**  
(JOHN SWIRE & SONS, LTD.)  
AGENTS.

### CONSIGNEES.

#### NOTICE TO CONSIGNEES.

"GLEN" LINE, LIMITED.

From UNITED KINGDOM.  
GENOA, PORT SAID,  
& STRAITS.

The Motor Vessel  
"GLENOGLE"

having arrived from the above ports, Consignees of cargo by her are hereby notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 29th. Sept., at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 29th. September 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.  
Agents.  
Hongkong, 22nd. Sept., 1922.

### CONSIGNEES.

#### NOTICE TO CONSIGNEES.

The Steamship  
"HAROLD DOLLAR"  
having arrived from San Francisco via Ports, on Sept. 22nd, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of Holt's Wharf, and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Wednesday, Sept. 27th, at 2.30 p.m. when they will be examined by Messrs. Carmichael and Clark.

Claims will not be accepted unless cargo is so examined by said Surveyors prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized. No claims will be admitted after the goods have left the Godowns. All goods remaining after 4 p.m. Friday, Sept. 29th, will be subject to rent. No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature.

THE ROBERT DOLLAR CO.  
Agents.  
Hongkong, Sept. 22nd. 1922.

#### NOTICE TO CONSIGNEES.

#### THE ADMIRAL LINE.

The Steamship

"STANLEY"  
having arrived from New York, via Ports, on 22nd inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., at Kowloon and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 28th. inst., by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 29th. inst., will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.  
"PACIFIC STEAMSHIP CO.,  
United States Shipping Board,  
Emergency Fleet Corporation.  
Managing Agents,  
THE ADMIRAL LINE,  
No. 4, Des Voeux Road,  
Hongkong, Sept., 25th. 1922.

#### NOTICE TO CONSIGNEES.

THE NORWEGIAN AFRICA & AUSTRALIA LINE.

S. S. "RINDA"

The above vessel having arrived from Scandinavia Ports, on the 22nd. Sept. 1922, consignees of cargo by her are hereby notified that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 28th. Sept. 1922, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 27th. Sept., 1922, at 10 a.m.

Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Owing to damage sustained by typhoon consignees will probably be required to sign Average Bonds the percentage of which will be declared later.

Bills of Lading will be countersigned by

THORESEN & COMPANY,  
Agents.  
Hongkong, 22nd. Sept., 1922.

### THE GRECO-EGYPTIAN TOBACCO CO.

125, Queen's Road.

#### BEG TO ANNOUNCE

to the general public the arrival of their new coffee roasting machine for the best quality Mocha and Java coffee, which can be had at the above address.

Fresh Coffee roasted daily.

#### A PERSIAN PROVERB:

"A cup of hot coffee without an Egyptian cigarette is like meat without salt."

### THE CHINA STATION.

#### Health of the Navy.

A belated—owing to the war—report of the health of the Navy in 1913 has just been issued by the medical department of the senior service. Curiously, the death rate, sickness rate and invaliding was lower than in 1914 notwithstanding the greatly increased establishment. In 1913, the naval forces on the China Station were small, the tide of naval activity having rolled westward, so that the average strength was only 720. The cases of sickness in the ratio of 1,000 were 754.16; and of invaliding 12.11. Unfortunately, the ratio of certain infectious diseases reached the highest of any station, these being at the rate of 170.22 per 1,000. On the other hand, the invalidings by ordinary diseases were the lowest of any station.

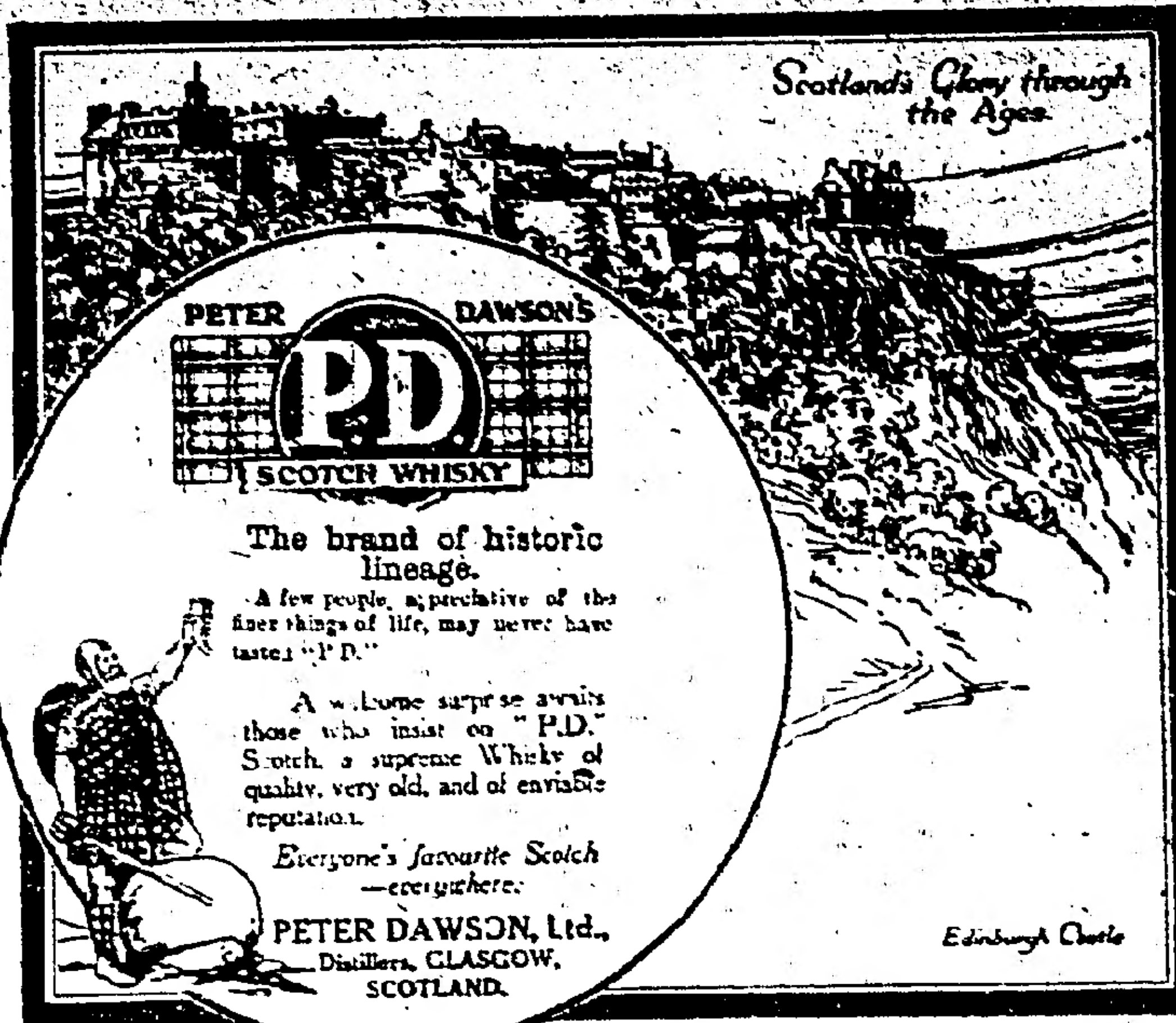
Commander J. W. Clayton has been appointed navigating officer of the Hawkins, flagship of the China Station, and on relief he will assume the duties of fleet navigating officer. His first appointment will date from Sept. 19. Commander Clayton has been in the service for eighteen years, having joined the old Britannia in September, 1904. He was promoted to his present rank in the present year. He saw much service in the late war, and as an officer of the Cornwallis—his was her navigating officer for a considerable time—took part in the operations in the North Sea.

Commander G. F. B. Edwards-Collins has been appointed to the Hawkins for special duty on relief, day to be that of joining. Commander Edwards-Collins became a naval cadet in 1899, reached the rank of commander in 1917 and at the opening of the late war eight years ago was navigating officer of the battleship Superb. He, too, saw much service in the North Sea.

20,000 PIGEONS IN RACE.  
Over 20,000 homers were liberated at Nottingham in the young bird race organised by the Up North Combine.

#### THE VICTROLA.

A small investment with a big dividend.  
MOUTRIE—Exclusive Distributors



Sole Distributing Agents for HONGKONG and South China.  
**Messrs. H. RUTTONJEE & SONS,**  
16, Queen's Road-Central, HONGKONG.

### FRENCH LESSONS.

G. MOUSSON,  
15, Morrison Hill Road.

### E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND  
HARDWARE MERCHANTS.  
25, WING WOO ST.  
PHONE CENTRAL NO. 1110. CENTRAL.

### TAI LEE CHAN

Established 1884.  
METAL GOODS and SUNDRY HARDWARE  
Telephone Central 1993. 119, Jersey Street

### EARLIER TELEGRAMS.

(Continued from Pages 7 and 8.)

#### THE SITUATION IN IRELAND.

London, Sept. 21.  
A feeling of hopefulness as regards the future is at present on the ascendant in Ireland, notwithstanding the continuance of outrages. Heart of grace is taken from the fact that Parliament is functioning steadily and pursuing its duties under the courageous leadership of the new President, Mr. Cosgrave. Darker features are furnished by the record of new crimes, chiefly ambushes of National troops fighting about Sligo. A particularly severe and striking example of fraternal strife is afforded in the shooting of a young irregular leader MacNeill, whose two brothers hold high rank in the National Army, while their father, Professor MacNeill, Minister of Education, is regarded as the most distinguished member of the Dail.

Ulster is still the *qui vive*, Belfast is still the danger spot for disturbances, although quieter than recently.

#### THE MORPHIA EVIL.

London, Sept. 23.  
At the opium debate at Geneva on September 19, Mr. Chaou Hsin-chu said that the Chinese delegation had been instructed by its Government to appeal to the League of Nations for immediate steps to put a stop to the smuggling of morphia into China; also through Assembly of the League China appeals to those countries manufacturing morphia not to allow such harmful drugs to be freely exported to any country from which it might finally be smuggled into China. They sincerely hoped that the system of export and import certificates would prove a remedy against smuggling.

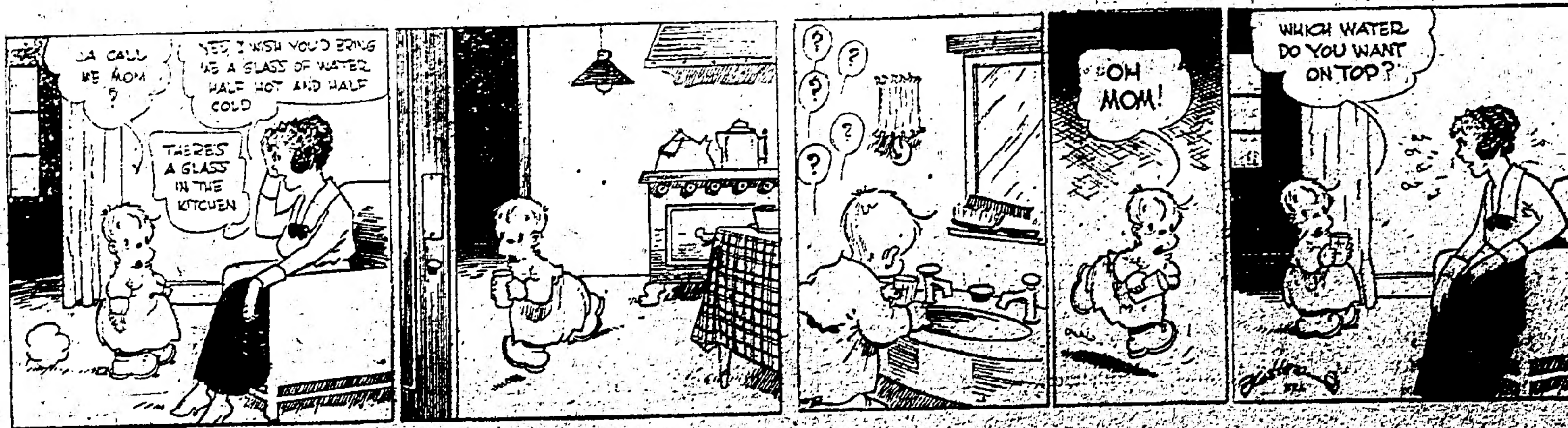
#### THE REPUBLIC OF TURKISTAN.

Constantinople, Sept. 23.  
—It is announced here that Moscow has formally recognised the Republic of Turkestan, comprising Jara and Khiva, with Enver Pasha as President.

### FRECKLES AND HIS FRIENDS

Put Them Both on Top, Tag

BY BLOSSER





# BURNETT'S celebrated LONDON DRY GIN

unique in character and flavour.  
GIVES THAT DISTINCTIVE EXCELLENCE TO  
A COCKTAIL.

Blends excellently with Watson's Stone Ginger Beer.

SOLE AGENTS:

**A.S. WATSON & CO., Ltd.**

Wine & Spirit Merchants  
PHONE CENTRAL 616.



*Just you  
and a Victrola*

When you are all by yourself, with no place in particular to go and nothing in particular to do, what a joy it is to get into your big arm chair and let the world's greatest artists entertain you on the Victrola!

With a Victrola and Victor Records in your home you have always at your beck and call the music you enjoy best.

Come in and let us show you the Victrola you would like for your home.

**S. MOUTRIE & CO., LTD.**

Sole

1 distributors.



ESTABLISHED  
1850.

**JAEGER**  
Pure Wool

THE LATEST LONDON  
FASHIONS IN—

MEN'S COAT SWEATERS  
SILK & WOOL WAISTCOATS  
FANCY WOOL WAISTCOATS  
CARDIGAN JACKETS  
TRAVELLING ULSTERS  
LIGHT WALKING COATS  
DRESSING GOWNS  
TRAVELLING RUGS, ETC.



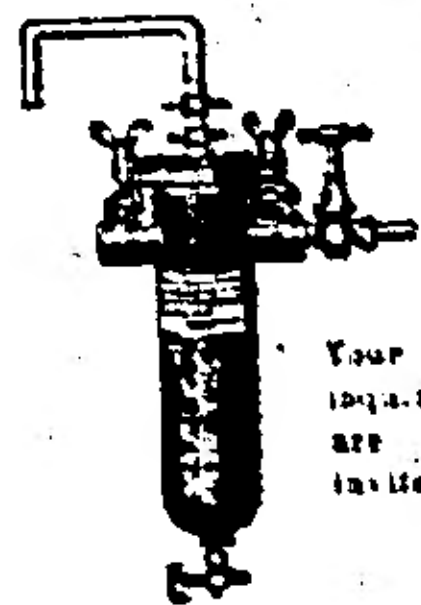
JAEGER PURE WOOL.  
LANE, CRAWFORD, LTD.

**SODA FOUNTAIN  
AT  
CAFE WISEMAN.  
SUNDAES, PUNCHES  
ICE CREAM SODAS**

ALL FLAVOURS.

BEST SERVICE, HIGH QUALITY, LOW PRICES.  
LANE, CRAWFORD, LTD.

## BROWNLOW FILTERS



**STERILISE  
WATER.**

**MUSTARD AND CO.**

11, Connaught Road, Central.

Tel. Central No. 1186.

### ACKNOWLEDGEMENTS

Mrs. J. D. Logan and family beg to thank all friends for their kind expressions of sympathy and floral tributes in their recent sad bereavement.

Mrs. Spafford wishes to tender her thanks to her relatives and friends for the many expressions of sympathy in her recent sad bereavement, also for the floral tributes sent.

**The Telegraph.**

HONGKONG, 25th Sept., 1922.

### THE DARDANELLES.

Seemingly the trouble arising out of the Greek reverse at the hands of Turkey, which at one time, in Reuter's words, threatened to develop into the most serious situation since the European war, is likely to be ended without a further appeal to force. Largely this is due to concessions to Turkey. It is plain that the Treaty of Sevres is to be not modified simply but practically scrapped—that is to say, the policy of pushing the unpeppable Turk back into Asia has been abandoned.

On the paramount question, the freedom of the Straits, however, the stand upon which Britain has insisted, with the somewhat lukewarm support of the allies, is to be maintained. Anything less than this would have been an inexpressible disaster, undoing one of the chief military objectives of the great war. That conflict, said the Premier, "had demonstrated very clearly that the freedom of the Dardanelles was vital for the security of the Empire and protection of commerce. The closing of the Straits by Turkey, who owed more to Britain and France than any other Power in the world, was an act of perfidy which was responsible for the collapse of Russia, the defeat of Rumania, and the prolongation of the war by two years."

Much ink has been spilled in debating the maxim *vis pacem, parva bellum*. Here at least the motto can show justification. The Kemalists, flushed with their successes in Asia Minor, evinced a truculent and menacing attitude, which, but for firm resistance on Britain's part, might have culminated in an attempt to rush the neutral zone, especially as France and Italy withdrew active support. The possible or probable consequences are not pleasant to contemplate. Besides setting at defiance the neutral-zone arrangements, there was the peril of more massacres. In

these circumstances Britain's preparations, all her forces on the spot being marshalled and reinforcements hurried from the Mediterranean, exercised a great steadying influence. A message from Paris says that the contemplated settlement satisfies all parties except Greece. That Turkey should feel satisfied is natural, seeing that the Allies are not to oppose her in Thrace. The all-round satisfaction, it is rather to be feared, is of a limited kind—the kind of satisfaction experienced when trouble has been warded off for the time being. What gives cause for unmistakable satisfaction is that Britain has stood firm over the freedom of the Straits.

### After Twenty-five Years.

It takes time to get things done in this Colony. In our extracts from *Telegraph* files of twenty-five years ago which we published on Saturday appeared the following in regard to the provision of recreation facilities for Kowloon:—"The population of the settlement is yearly growing, and, judging from the number of houses now in course of erection, the present European population of some 200 is likely to be doubled within a year. Kowloon already possesses a football team, but they have no ground upon which to play nearer than Happy Valley, and consequently all matches have to be played there." That last sentence might almost have been extracted from the K.R.A.'s recent communication to the Government on the same subject, because it was the very point that was pressed home therein. Happily, this last representation has met with success, and, for the first time in its history, the Kowloon Football Club will this season have its own ground on the peninsula. But it's taken a quarter-of-a-century's complaining to get it. Still, Kowloon is gradually coming into its own.

### Kowloon's Expansion.

Incidentally, the extract quoted above shows how tremendously Kowloon has grown in the past twenty-five years. The European population (meaning, we presume, the non-Chinese) was then "some 200." According to the last census it was over 3,000. A quarter of a century ago there appears to have been something of a building boom across the harbour, but it could not have compared with the activity now taking place. In the interim the peninsula has grown from a mere handful of houses to a thickly-populated residential district, and to-day it is extending outwards at a really astounding rate—witness the developments beyond the Coronation Road. We don't know that the progress has been altogether on the best lines. There have been too many flats and too few self-contained houses put up, for which there is really little excuse, considering the large areas of land available. After all, flats are not the ideal type of residence in the sub-tropics. And yet our builders go on repeating the mistakes of the past.

### Chinese Students.

The Home mail just to hand gives the text of Mr. J. O. P. Bland's reply to Mr. R. K. S. Lim, Chairman of the Central Union of Chinese Students in Great Britain, which shows that Reuter's summary was fairly comprehensive. As the question of the education of the Chinese is one of vital importance, the letter is worth another brief glance. In regard to Mr. Lim's statement that the methods of government in China depend entirely upon the official's educational antecedents, Mr. Bland intimates that all the political activities of the most prominent representatives of foreign education are essentially and necessarily Oriental in cause and effect so soon as they are exercised on Chinese soil. This has a slightly cryptic sound. Naturally and rightly these activities are coloured by Oriental conditions, which need not prevent Chinese officials from profiting by Western science. A very brief visit to Peking or Canton, says Mr. Bland, will dispel the illusion that Occidental ideas have any effect upon the procedure of these officials. On the contrary, a very brief visit to Canton and some other centres proves that, tardy as Westerners often feel the Chinese to be in adopting improvements, Occidental ideas are undoubtedly making headway.

### DAY BY DAY.

**FLAGRANT EVILS CURE THEMSELVES BY BRING-FLAGRANT.**  
—Cardinal Newman.

No cases of communicable disease were notified in the Colony on Saturday or Sunday.

The Hawaiians gave another excellent entertainment at the Theatre Royal on Saturday night. This was their farewell performance.

It is stated on what is said to be reliable authority that General Yip Kue will return to Canton with General Chau King-ming after the Autumn Festival.

Mr. and Mrs. J. H. Taggart, Mr. Ho Fook, Dr. E. O. Eckstein and Dr. G. G. Campbell were among the departures by the Admiral liner President McKinley.

With the object of trying out police recruits, a friendly game of football was played between the King's and Police on the Murray Parade Ground on Saturday. The soldiers won by seven goals to nil.

Yung On, a clerk living at No. 37, Sharp Street, reports to the police that he discovered that his purse, containing \$150, had been stolen from his pocket, on looking for his tram ticket aboard one of the cars last evening.

A new six and a half thousand ton Norwegian vessel, the *Tilthorn*, built only last year, has run ashore on the San Nicholas Shoals, near Manila. It is hoped that it will be possible to get her off with the assistance of tugs from Manila. The *Tilthorn* does not call at Hongkong.

Four more recruits arrived from Home by the P. and O. *Mantua* for the European Police Force of the Colony. They are Messrs. Adams, Roberts, Goddard, and McLaren. The number of the reinforcements recently arrived is now twenty-four. There are now 184 men in the European section of the force.

At two o'clock on Saturday morning robbers boarded a junk in the harbour in the guise of detectives out on an arms search. When the mistress of the boat was aroused by the cry of one of the men the men to "Get Up!" she saw one of the strangers sitting on top of the hatch and two inside the cabin, where the family were sleeping. Intimating that they would use revolvers if their injunction to keep quiet was not observed, they dispossessed the woman of bangles valued at \$32. The eventual escape was effected in a sampans which the gang had apparently used to come alongside.

Sir Alexander Hosie, has had to have his right foot amputated as the result of an illness contracted through hardship endured while in the Consular Service in China. The illness developed a fortnight previously, and Sir Alexander's power of resistance was affected by an impaired constitution due to prolonged and close work on the making of a new map of China, which he had just completed. Sir Alexander was Commercial Attaché to the British Legation in China from 1905 to 1909, and was appointed personally to investigate the production of opium in China in 1910. His report will be remembered as an able and authoritative document. He has also written a standard work on Manchuria.

### SINGAPORE'S TELEPHONES.

The following is not without a certain topical interest: "Not half the number of Europeans know Malay now as did twenty years ago, and not half so well. This point is brought out in the report of the Police Force in which it is said: 'In Singapore there has been a great improvement in the telephone service. The chief drawback from the European public's point of view is that we are not able to supply an English-speaking constable or clerk to be on hand all the time at all the 53 telephones to answer the increasing number of persons whose Malay vocabulary is limited.' Not only do the police have this difficulty in language. We have dozens of messages in half Malay, half English and part Chinese. The greatest difficulty is to get the name of the firm or person speaking. 'J. L. & Co.' is not sufficient. It must be (for some) 'Messrs. John Little and Company, Limited, sub-assistant accountant's office.'

### CRIMINAL SESSIONS

#### Two-year-old Murder.

The case in which Mak Wa was charged with the murder of a coolie, name Chan Yuen, on May 21st, 1920, commenced at the Criminal Sessions before Mr. Justice Wood this morning.

The Attorney-General (Hon. Mr. J. H. Kemp) conducted the case for the Crown, and Mr. Ehley Zeilyn (instructed by Mr. Leo D'Almada) appeared for the defence.

The jury were Messrs. S. H. Dutton (foreman), F. L. Marques, F. S. Harrison, E. H. S. Summers, L. Nelson, H. Gittins and K. P. Young. Outlining the story for the prosecution, the Attorney-General said, like the murder case of the last Sessions, this crime occurred over two years ago. The facts were quite simple. Three coolies were carrying rattan from a godown on the Praya, down at Kennedy Town, to a junk. Deceased was in front, the other two following behind. Deceased had just crossed the side-channel of the roadway when a man, accompanied by two others, rushed up to him. This man stabbed deceased and the other two apparently struck him with their fists. Deceased fell and died in a few minutes. The three assailants ran away.

The two coolies behind the deceased, would be called, the Attorney-General continued. They would state that the man who stabbed deceased was the prisoner. They would also state that they had known accused for many years. Counsel said he could not suggest a motive for the crime, when arrested prisoner said: "I have nothing to say. I got three weeks' leave and went to Canton. I know nothing about it. My clansman took me to Siam."

Prisoner was a Sanitary Board coolie, the Attorney-General explained, and a week before the murder he took three weeks' leave. He might say that he was away on the day in question, but on the evening of the day of the murder a witness would say that he saw accused in the street at Yaumati. Prisoner had three weeks' leave and never returned. He may have gone to Siam, the Attorney-General went on, but he said nothing at the time that he wanted to leave the Government service.

The evidence was then taken. Mr. Zeilyn asked one of the witnesses if he knew deceased.

Witness replied that they were coolies together.

Mr. Zeilyn:—Were you in each other's confidence?

The witness apparently did not understand and his Lordship suggested:—Did you know each other's family affairs?

Witness:—Being a coolie, My Lord, I haven't got a family, (laughter).

Case proceeding.

### LAWN TENNIS.

#### Garrison League.

R. E. "A" beat King's by 11 games to 37. Scores: Q.M.S. Longbottom and S.S. Best (R.E.) lost to Lt. Leader and R.S.M. Mitchell (King's) 4-5, lost to C.Q.M.S. Burnett and Sgt. MacManamon 4-5, beat Sgt. Baker and Cpl. Beasley 7-2. S.S. Redpath and Spr. Newing lost to Leader and Mitchell 3-6, beat Burnett and MacManamon 7-2, beat Baker and Beasley 8-1. Sprs. McWhinnie and Pilling lost to Leader and Mitchell 3-6, lost to Burnett and MacManamon 2-7, beat Baker and Beasley 6-3. Small Units beat King's by the narrow margin of three games. Scores not to hand.

#### League Table.

	P.	W.	L.	P.
R.E. "A"	11	11	0	11
R.E. "B"	11	9	3	8
R.A.O.C.	8	6	2	6
88 Co., R.G.A.	10	3	7	3
Small Units	10	3	7	3
H.A.M.C.	7	2	5	2
King's	0	0	0	0

The Garrison Doubles Challenge Competition has been arranged to be played on 2nd, 3rd, and 4th October.

#### 24 MILES IN A PUNT.

Mr. Le Mander, Wolverhampton, prospective Liberal member for North Herefordshire, recently journeyed by punt on the River Lugg from Leominster to the junction of the River Wye to test the accessibility of the river, which is being cleared by the Lugg Drainage Board.

### TO-DAY'S MISCELLANY.

The question of extradition, lately to the front in connection with the Bryan case, is commonly supposed to concern only the relations between one country and another. It may arise, however, within a single country. In America, for instance, extradition proceedings have to be set on foot whenever an alleged criminal takes refuge in another State than the one in which the offence was committed. And they are by no means a mere formality. The Supreme Court has decided that there is no compulsion on a State Government to comply with a requisition of this kind sent him by the Governor of another State. The surrender of the wanted man is sometimes refused on the ground that the crime charged against him is unknown to the laws of the State to which he has escaped. But that is not the only reason that is considered sufficient. Not many years ago the Governor of Massachusetts declined to surrender a negro accused of a crime against a white girl in West Virginia. He refused to honour the extradition papers on the ground that there existed in the latter State a race prejudice which would prevent the man's receiving a fair trial.

A curious point in Geography has arisen through the suggestion made to the Federal Government of Australia that the Tasman Sea, between Australia and New Zealand, should be renamed "Aozac Sea." The Prime Minister replied that he was unaware of any authority or power in the Government to make the change, and he suggested that it was a serious thing to change the name of a great ocean highway. In effect, who can claim any authority in such a case? The Versailles Conference remapped Europe to some extent, and studied national feeling by giving to tracts of country the names of the nationals dominating the regions, but this was, in intention, a simplifying process, and the combined will of a great European Congress with the majorities of the peoples concerned was certainly warrant enough. There are cases also where there are common variants in naming. In Dublin there has been the "O'Connell Street" and "Sackville Street" variant. We have the case of the German Ocean and the North Sea. When we say "The Channel" the French say "La Manche." There are variants in the names of cities such as Stambul and Constantinople, but in many cases these variants have grown up side by side through a long period of time.

The King's recent host at Bolton Abbey would be even wealthier than is the case but for the spending capacity of the sixth Duke of Devonshire, who succeeded when under age and came into a colossal fortune on attaining his majority. In order to assert the dignity of his position he would drive to race-meetings in a coach-and-six, with twelve outriders. When sent as Ambassador Extraordinary to St. Petersburg for the coronation of Nicholas I he spent £50,000 in excess of the sum allowed him by the Government. The first Duke of Devonshire also came on improving the family fortune, though in a different way. He in the Royal Presence Chamber shortly before the Revolution 1688, the Duke struck a man treading on his foot. To do a blow within the precincts of Royalty was then regarded as such a serious offence, the culprit was sentenced to a fine of £30,000. Having granted time to find the money the Duke retired to Chatsworth and there received a message from James II offering to mite the fine if it were paid promptly. "If your Majesty will allow a further delay I will play a double or quits for the amount," replied the Duke. Before King could answer this message the Prince of Orange had landed at Torbay, so Devonshire ended payment altogether.

Every day one hears tales of the cleverness of cats. Why not, for a change, tell of their mental shortcomings? Here, for instance, is the story of a cat which fell into an engine. It was feeding time in a London street—that is to say, the cat-meat man was going round, crying out "Just in! Just in!" a voice very familiar to feline ears. Every cat but one in the neighbourhood was following. The odd one was tramping many a pitiful way, after "muddy boy's" barrow.



# THE RIGHT OF AUDIENCE.

## Members of the Bar and Solicitors.

The following contribution to a London daily has some interest here having regard to a recent Ordinance, but one rather surmises that "Eldon Junior," the author of the article, is "quizzing."

I have long ceased to affect surprise at any suggestion thrown out in these hurrying and reckless times. Public and private life alike are liable to these interruptions from persons singularly insensitive to the traditions of the past and the necessities of order in the present.

Our public arrangements are peculiarly open to these incursions. A certain faultiness may be detected at intervals but, in the main, these arrangements have stood successfully the test of years. At any rate, if any change be required (and I am so far out of the fashion, as to think that little—if any—change is needed), then the alteration should be undertaken with becoming respect.

It is bad enough to interfere with practices sanctioned by the wisdom of our forebears. To be rushed into them, by a sort of fox trot, is intolerable.

I am moved to this protest by some strange proceedings at a recent meeting of the Law Society.

It was complained that, on occasion, counsel was not available in the high Court when a case was reached. In these circumstances, it was actually suggested that the solicitor in the cause should be empowered to conduct the case in counsel's absence.

It was even contended that this arrangement would bring satisfaction to the lay client. But the outrageousness of the proposal pales before the reception it was accorded. By a strange aberration, the Law Society adopted the idea.

However painful the subject may be to those who have not lost the respect due to ancient things, this monstrosity must be taken into consideration.

The evil sought to be cured is a serious one. The absence of counsel from their duties (invariably as it occurs) presents an important difficulty, but the wisdom of our ancestors has provided an adequate remedy. The ancient order of "devils" is still in being, although its recruitment is not satisfactory.

The indisposition of young gentlemen in these days to work for nothing is really startling. The honour of acting gratuitously in the place of another who has been handsomely paid is not regarded as it used to be. The absence of that other on business for which he has also been amply remunerated does not (as it once did) improve the situation. The chance of succeeding, in due course, to these opportunities has lost much of its old attraction.

This is much to be deplored. Not only are such reversions to be cultivated for their own sake, but the prospects of advancement in a noble profession they hold out should be eagerly sought by young barristers.

I can assure them (as one who has done it) that the opportunities of being paid for work one has not performed are rapidly diminishing. Indeed, in no other direction than the Bar are such admirable chances to be gained. The "devils" should combine to save the ramparts of the law from the corroding breaches of time.

Such is the true cure for the situation the Law Society, in its precipitation, rushed to inflame. The solicitor, by some strange indisposition of Providence, invariably is wanting in respect for the barrister. Unlike his fathers before him, he fails to realise the special talents the barrister brings to his work and the awe thereby set up in the client's mind.

But the deficiencies of the solicitor fully weighed as they are in the Temple are beside the mark. We cannot tolerate these revolutionary ideas in the sacred territory of the law. For if the law fails to maintain its ancient ways, no enormity can be resisted.

# IRELAND'S TRAGEDY.

## How Michael Collins Met His End.

Under date Aug. 23, the Dublin correspondent of the *Daily Chronicle* thus describes the tragic end of General Michael Collins, Commander-in-Chief of the Irish Free State Army:

General Michael Collins, Commander-in-Chief of the Irish Free State Army, was killed last night in an ambush near his birthplace (Clonakilty) in County Cork.

Those who were present when he was killed are so overwrought that they have not yet been able to give a full account of what happened.

The Commander-in-Chief was with Major-General Dalton, the officer in charge of the troops in Cork; Commandant Dolan, Military Governor of Mountjoy Prison; and a sergeant-major named Conway.

General Collins and his party were in an open touring car, and were accompanied by a guard. They were returning from Bandon to Macroom, having been on a tour of inspection, and had just passed through a little village called Bealnahablaith, when they ran into the ambush.

A large party of irregulars, taking advantage of the hilly and wooded country, had concealed themselves near the road, and as General Collins's car approached they opened fire without giving any warning.

Nobody was hit by the first volley, and the Commander-in-Chief and his companions jumped out of their car and returned the fire.

Heavy exchanges took place for about half an hour, and when it was thought that the attackers had been beaten off, General Collins, who had fought all the time, fell mortally wounded.

He was hit by a bullet in the head at the back of the ear. He only survived a short time, but a moment or two before he died he said "Forgive them."

The fight continued, and shortly afterwards General Dalton was slightly wounded. One of the drivers was hit, and a motor cyclist who accompanied the party was wounded in the neck. The ambushers then retreated, and the party of soldiers returned sadly to Cork with the body of the Commander-in-Chief.

**NATIONAL IDOL.**

No event in Ireland has stirred the people more deeply.

Michael Collins was something more than a national hero. He was the idol of his country, a romantic, picturesque figure, who had come to be regarded almost as a symbol of Ireland's young manhood.

At early morn to-day, when the news of his death was passed round the military centres in Dublin, soldiers were nearly in tears.

**PLOT AGAINST HIS LIFE.**

General Collins knew that his life was in danger, but he persistently disregarded his own safety.

He refused to travel about in an armoured car with a big escort, although he was told there was a plot against his life.

Even when his car was ambushed on Friday, and it was obvious that his enemies were determined on his death, he still declined to shield himself.

"If they want to kill me, they must," he remarked with a shrug of his broad shoulders.

"He didn't care; he had absolutely no fear, no thought for himself," an old friend of his said to me to-day.

All Ireland is stunned by the news of his sad end.

**DUBLIN FLAGS AT HALF MAST.**

Every flag in Dublin is at half mast, and the city is stricken with grief.

That he should have been killed in so cruel a form of warfare, which often gives the attacked no chance, has aroused fierce anger, but the military authorities have warned the troops against indulging in reprisals.

The remains of the dead commander-in-chief were placed on a steamer in Cork harbour.

It is expected that the boat will arrive in Dublin late to-night.

**LYING-IN-STATE.**

General Collins is to be given a national funeral with full military honours.

There will be a lying-in-state in Dublin, and afterwards his remains will be interred at Glasnevin Cemetery, where Parnell is buried, and where Arthur Griffith was laid to rest a week ago.

Some months ago there was an attempt made on his life while he was in County Cork, but he did not allow the incident to be published at the time.

As he was starting out to visit a sister living on the outskirts of

the city, he was warned that a party of men had been told off to shoot him.

Michael Collins took a revolver with him and kept a sharp lookout for the would-be assassins, and going round a turn, he saw four men in a crouching position against the opposite wall.

He dashed up to them with drawn revolver, and ordered them to put their hands up, acting so suddenly that the men were completely taken aback.

Addressing the leader, whose name he had learned, Collins said: "I am told you want me; well I am here now, what do you want me for?"

"I did not want you at all," answered the man in a trembling voice.

"Very well," said Collins, "right about face, march, and clear."

He watched them out of sight, and afterwards remarked, "That quartette intended to do for me beyond doubt," but he refused to allow any further action to be taken in the matter.

**ABOUT TO BE MARRIED.**

General Collins was to have been married within the next week or fortnight.

He had been engaged for several months to Miss Kitty Kiernan, of Granard, Co. Longford, and the wedding was at first fixed to take place at the beginning of this month.

Urgent pressure of duties, which constantly took him to various parts of the country, caused its postponement.

General Collins had arranged to return in time for the opening of Parliament, fixed for Saturday.

**MESSAGE TO THE FREE STATE ARMY.**

The following message was issued to the Free State Army by G.H.Q.:

"Stand calmly by your posts. Bend bravely and undaunted to your work. Let no cruel act of reprisal blanch your bright honour."

"Every dark hour that Michael Collins met since 1916 seemed but to steel that bright strength of his and temper his gay bravery."

"You are left, each, inheritors of that strength and that bravery. To each of you falls his unfinished work."

"No darkness in the hour, no loss of comrades, will daunt you. Ireland, the Army serves strengthened by this sorrow." (Signed) R. U. Mulcahy, Chief of Staff.

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Skim Milk is a low-priced milk, specially suitable for making Puddings and thickening Soups. It also has many other uses.

## TRY IT!

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A plentiful supply always on hand. Skim Milk is loaded with the now famous VITAMINES. Regular milk drinkers seldom suffer from diseases due to lack of Vitamines.

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PER BOTTLE.

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— LAST SIX WEEKS —

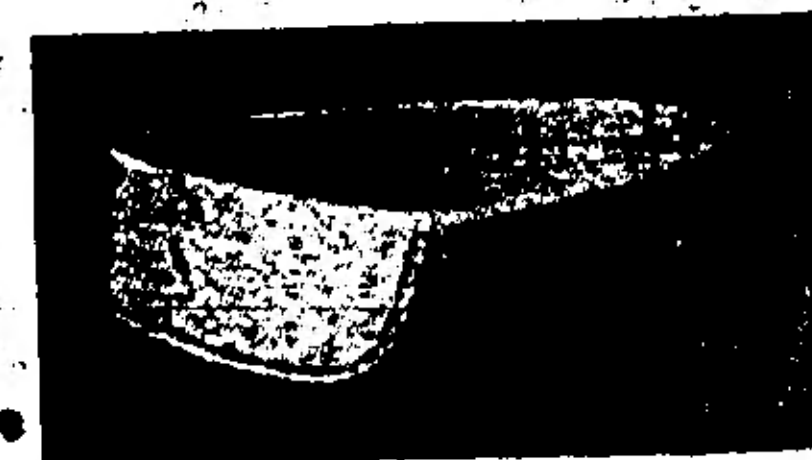
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STIFF DRESS SHIRTS...	\$1.00 Each
DOUBLE TERRY HATS...	\$12.50 Each
VELOUR HATS...	\$13.50 Each
BOILER SUITS...	\$2.00 Each

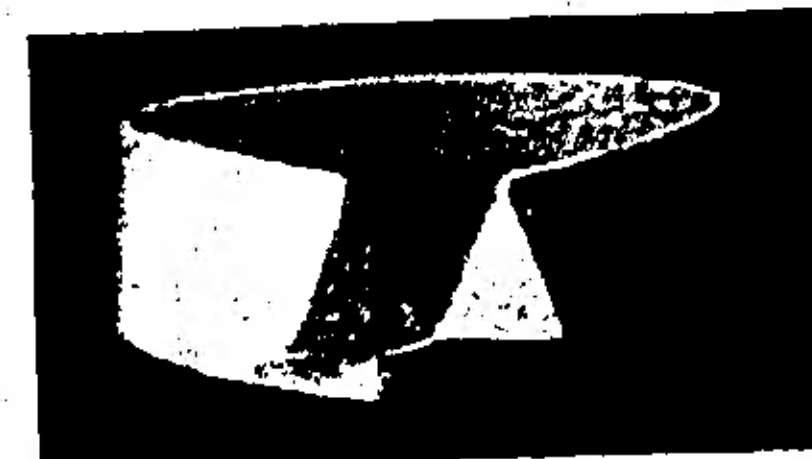
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# CAMERA NEWS



Mr. Warren S. Stone, President of the Brotherhood of Locomotive Engineers, an organisation which figured prominently in the U.S. railway strike.



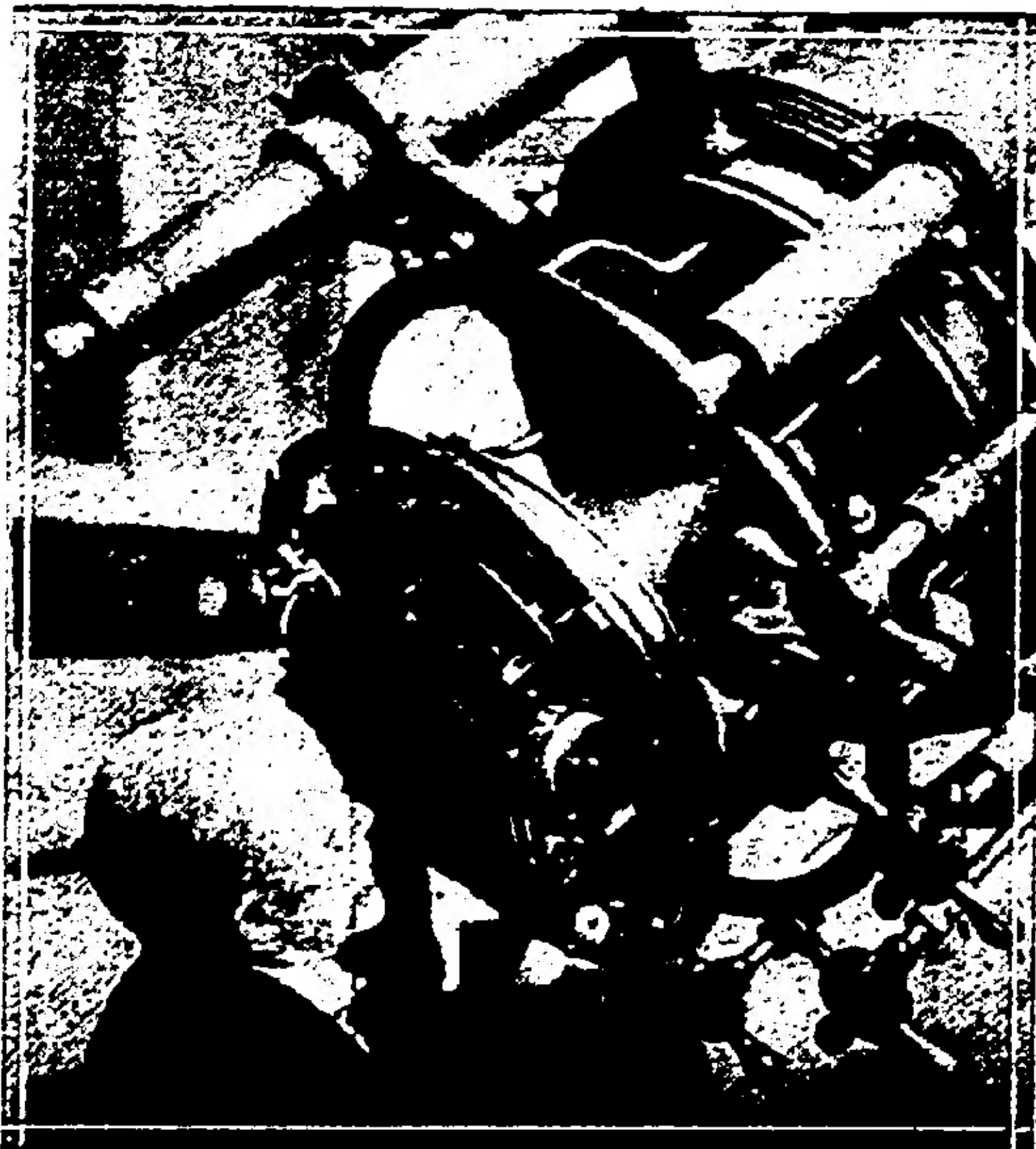
Dr. Sun Yat-sen, concerning whose activities we made some startling disclosures on Friday.



Another official who figured prominently in the U.S. railway strike—Mr. D. B. Robertson, President of the Brotherhood of Locomotive Firemen and Enginemen.



Al. White, of Stanford University, who now holds the U.S. National fancy diving championship by reason of his defeat of Clarence Pinkston, Antwerp Olympic Games winner.



Professor Hal, head of the Naval Observatory at Washington, taking a look at Mars on its recent approach to within 42,000,000 miles.



This saw-fish was dragged out of the Indian River, Florida. Two baby saw-fish cling to their 16-foot parent.

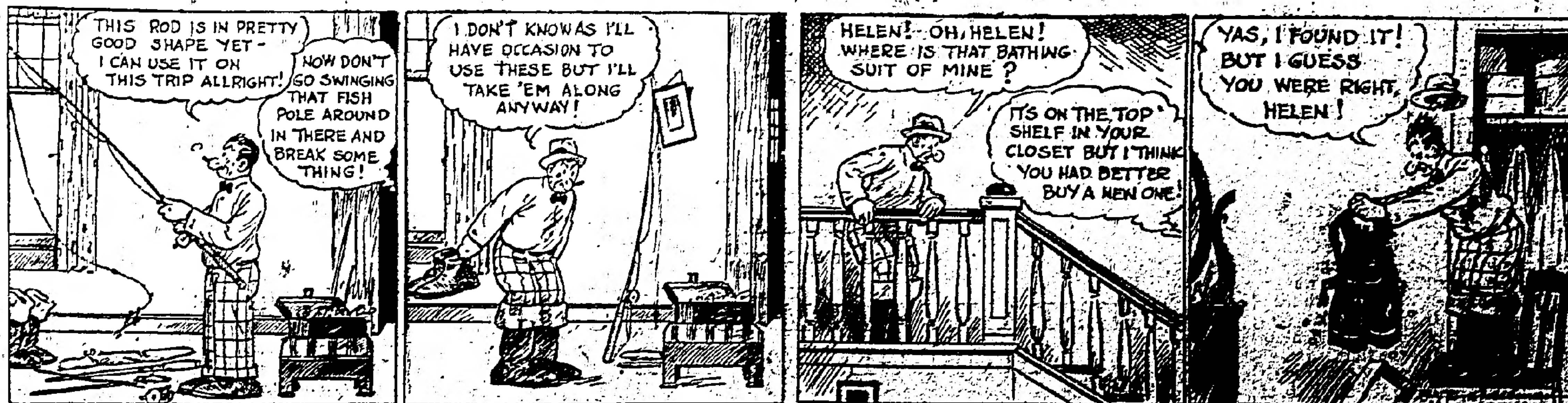


A Paris invention which aims at producing an aristocratic nose!

## DOINGS OF THE DUFFS

Tom Gets a Few Things Ready.

BY ALLMAN









## PACIFIC SHIPPING.



## HOME VIA CANADA

## Hongkong to England

Ship	From	Due	Ship	From	Due
Empress of Russia	Shanghai	Oct. 31	Empress of France	Shanghai	Nov. 5
Empress of Australia	Shanghai	Nov. 12	Empress of India	Shanghai	Nov. 22
Empress of Asia	Shanghai	Nov. 25	Empress of Japan	Shanghai	Dec. 5
Empress of Canada	Shanghai	Dec. 12	Empress of Scotland	Shanghai	Dec. 19
Empress of Russia	Shanghai	Dec. 18	Empress of France	Shanghai	Dec. 25

Other Atlantic Steamers every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Shipment of Goods on Atlantic Steamers to be made here and through tickets issued. Early reservation necessary.

Three Transcontinental Train Daily. Standard Sleeping Cars, Comfortable and Dining Rooms. Canadian Pacific Railway, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.



Through Route to Europe, U.S. & Japan. First Class Through. HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

Ship Name, Date, etc.

Ship Name, Date, etc.

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## PACIFIC SHIPPING.



## DOLLAR LINE

## SAILINGS FROM HONGKONG.

For Baltimore via Genoa, Marseilles, Boston and New York. S.S. DIANA DOLLAR ... 1st November.

For New York via Genoa, Marseilles, Boston and New York. S.S. M. S. DOLLAR ... 30th Sept.

For Los Angeles, San Francisco and Vancouver. S.S. HAROLD DOLLAR ... 25th October.

For Rates and Particulars Apply to THE ROBERT DOLLAR CO. No. 4A Des Vaux Road, Ground Floor. Tel. Central 795 & 792.

## NORDDEUTSCHER LLOYD

## REGULAR

## FREIGHT AND PASSENGER SERVICE

## ON THE NORTH FOR—

PORT SAID, ROTTERDAM, HAMBURG, BREMEN

S.S. WESTFALEN ... Sailed in October.

For particular Rates and Bookings Apply to

## THE ROBERT DOLLAR CO.

Tel. Central 795-792 G. P. O. Building, Third Floor.



## PACIFIC STEAMSHIP COMPANY

Operating the following U.S. Shipping Royal Steamers.

## SEATTLE &amp; VICTORIA

## SERVICE—COURTESY—SPEED— PASSENGER &amp; FREIGHT

Via Shanghai, Kobe and Yokohama.

S.S. President Jackson ... For Seattle ... Oct. 5 ... S.S. President Grant ... For Seattle ... Oct. 19 ...

SPECIAL THROUGH RATE TO EUROPE G\$52.00

## MANILA SERVICE

S.S. President Jackson ... Sept. 25 ... S.S. President Grant ... Oct. 10 ...

## SAIGON, SINGAPORE &amp; JAVA.

S.S. GLYMON ... Through Bill of Lading to all United States and Canadian Ports, also via Panama Canal Lines to Atlantic Ports. Passengers and Freight Particulars apply to

## THE ADMIRAL LINE

PASSENGER OFFICE: 4th Floor, Shanghai Bank Building. Tel. Central 2477 & 2478. 4, Des Vaux Rd. C. G. Floor.

## SERVICE TO NEW YORK.

## NEW YORK and/or BOSTON via PANAMA.

S.S. STANLEY ... about Sept. 25. S.S. SATSUMA ... about October 15.

For freight space and particulars apply to

## BARBER STEAMSHIP LINE INC. THE ADMIRAL LINE

4, Des Vaux Rd. C. H.K. & Shanghai Bank Bldg. Ground Floor. Telephone Central 2477 & 2478.

## KONINKLYKE PAKETVAART MAATSCHAPPIJ. (Royal Packet Navigation Co. of Batavia)

## THE STEAMSHIP: "VAN OVERSTRATEN"

will be despatched 30th September to SINGAPORE, PENANG and BELAWAN DELI. Offers excellent Saloon accommodation. All lower berths ... Doctor carried. English cuisine ... Wireless telegraph.

1st class fare to SINGAPORE \$600.

Agents: J.A. CHINA JAPAN LUN, York Building, Chester Road, Telephone Central No. 1574.

## PACIFIC SHIPPING.

## CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.) OPERATING FAST FREIGHT AND PASSENGER STEAMERS "NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

## FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$620.50

First Class Accommodation Throughout.

## Trans-Pacific Service

## HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.

S.S. NILE ... S.S. NANKING ... S.S. CHINA ... September 30th ... October 23rd ... November 25th.

## JAVA SERVICE

## HONGKONG TO AMOY, SINGAPORE &amp; JAVA PORTS:

S.S. GORJISTAN ... To Swatow & Amoy ... Sept. 28. S.S. GORJISTAN ... To Singapore, Batavia, Samarang and Sourabaya ... Oct. 7.

S.S. ARMANESTAN ... To Amoy and Swatow. S.S. ARMANESTAN ... To Singapore, Batavia, Samarang and Sourabaya. Sept. 28.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

## C. T. SURRENDER, GENERAL AGENT

Palmer Building, Tel. Central No. 1934. 105 Hock Street, Tel. Central No. 2151. Cable add. "CHIMAIL"

## BOSTON &amp; NEW YORK.

## Joint service of the

## "BLUE FUNNEL" LINE

Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.

## AMERICAN &amp; MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong: S.S. CITY OF LINCOLN ... via Suez Canal ... 26th Sept. S.S. ANILOKHUS ... via Suez Canal ... 3rd Oct. S.S. CITY OF MELBOURNE ... via Suez Canal ... 15th Oct. S.S. AGAMEMNON ... via Suez Canal ... 29th Oct.

Passengers proceed via Panama Canal at Owners' option. For freight and particulars apply to

BITTERFIELD & SWIRE OF THE BANK LINE, LTD. HONGKONG.

(John Swire & Sons, Ltd.) HONGKONG & CANTON. REISS & CO. CANTON.

## MESSAGERIES MARITIMES

## SERVICE CONTRACTUELS.

(Mail service under contract with the French Government)

Ship Name, Date, etc.

## COMMERCIAL LINE.

Ship Name, Date, etc.

## ALSO SERVICE TO BORDEAUX.

Ship Name, Date, etc.

SHIPMENT—TRANSIT— A. JOBARD, Acting Agent, Queen's Building.

Telephone Central No. 740.

## COMMERCIAL NEWS.

## TRADE OF WENCHOW.

A phenomenal increase in Chinese imports forms the chief feature of the year's trade through the Maritime Customs, and such increase in foreign imports (especially direct)—is responsible for the immensely enhanced record total valuation. This is scarcely cause for gratulation, however, inasmuch as the increased valuation is due chiefly to the amount of rice and foodstuffs—valued at 30 per cent. of the total trade and 49 per cent. of the import trade—imported to relieve the distress resulting from the disastrous storms of the year 1920. With these exceptional arrivals, it follows that the local trade balance was to the port's debit even more than usual; nor is there any hope of relief until the extension of industrial work and the neglected mineral wealth add to the list of Wenchow exports. Obviously the buying capacity of these parts, mediocre as a rule, was further heavily reduced by the distress of the countryside. Hk. Tia. 3,000,000 being a careful estimate of the total loss on crops. Fortunately, there were no repetitions of the destructive typhoon of the previous season, and of the two rice crops, while the first was fair only, the second was excellent. Even in favourable seasons, however, the rice yield of these parts but just suffices for local needs; though it is to be feared that, in spite of constant vigilance, no small quantity is smuggled out. The orange harvest was scant, and farmers were rather hard hit on this account; but seeing that the culture follows lines somewhat too time-honoured and that there is rarely a judicious weeding out of the older trees, disappointing yields are only to be expected, even in favourable circumstances. Regrettably little enterprise is shown in the development of fruit cultivation generally, which might certainly prove a profitable source of livelihood. The exemption from export duty of tea destined for abroad, designed to assist the trade, appears to have had no striking effect on shipments of Wenchow tea, the markets for which were so poor, indeed, that it is reported that much leaf remained unpicked. Of the other crops, rape seed was average; tobacco, poor; beans, good; wheat, bad. Timber merchants did well, and the increased arrivals of lorries facilitated their business. Of the imports, foreign cotton piece goods lessened by some 20 per cent., Chinese cotton products coming in remarkably increased quantity, however—a other noticeable characteristic of the year's trade. In the cigarette business also there was increasing competition between Chinese and foreign interests, the former greatly improving their position. Foreign metal, window glass, and kerosene oil arrived in average quantity. — Maritime Customs Dept. for 1921.

NEW FLAG—AFF FOR LAW COURTS. A new flag—tall, 70ft. long, was recently hoisted at the Law Courts in London.

## STRUTHERS &amp; BARRY.

## EXPRESS FREIGHT SERVICE.

## TO LOS ANGELES &amp; SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"Dewey" ... Leaves Hongkong 24th Oct. "Elkridge" ... Leaves Hongkong 26th Oct. "West Prospect" ... Leaves Hongkong 28th Oct. "Elkridge" ... Leaves Hongkong 30th Oct.

ARRIVAL AFTER THE TRANSHIPMENT AT SAN FRANCISCO TO BERKELEY, SALT LAKE, ATLANTIC SEABOARD PORTS, THROUGH SHIP LAYING-OUTS IN CANADIAN OVERLAND PORTS TO MANILA, SAIGON, SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

"Elkridge" ... Leaves Hongkong 22 Sept. (not calling at Saigon) "West Prospect" ... Leaves Hongkong 14th Oct. (not calling at Saigon) "Elkridge" ... Leaves Hongkong 16th Oct.

SHIP LAYING-OUTS IN CANADIAN OVERLAND PORTS TO ALL PORTS NOT SERVED. For full information apply to

## STRUTHERS &amp; BARRY.

L. EVERETT, 1st Floor, Powell's Building, Phone Central No. 3098. Agents for Japan-China-Philippines, Indo-China-Straits & Java.

## CHINA MERCHANTS S. N. CO.

## Sailings Subject to Alteration

SHANGHAI—Regular Passenger, Mail and Cargo Service to and from Shanghai. Excellent Saloon accommodation. Electric Fans and Light throughout. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage apply to

CHINA MERCHANTS S. N. CO. LO SHUN WAN—Manager.

## VEREENIGDE NEDERLANDSCHE SCHEEPVARTY MAATSCHAPPIJ.

(United Netherlands Navigation Company)

## HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila and Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	For	Sailing on or about
JEMMA OOSTKERK	R'dam, A'dam, Hamburg & Bremen	20th Oct.
	A'dam, R'dam, Hamburg & Bremen	20th Nov.

For full particulars please apply to

JAVA CHINA JAPAN LYN General Agents, York Building.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes used: A1: A.B.C. Fifth Edition; Engineering, First and Second Edition.

Western Union and Watkins, Benthleys and Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians

## Kowloon Docks

No. 1, Length 700ft.

Breadth 35ft.

No. 2, Length 375ft.

Breadth 74ft.

No. 3, Length 264ft.

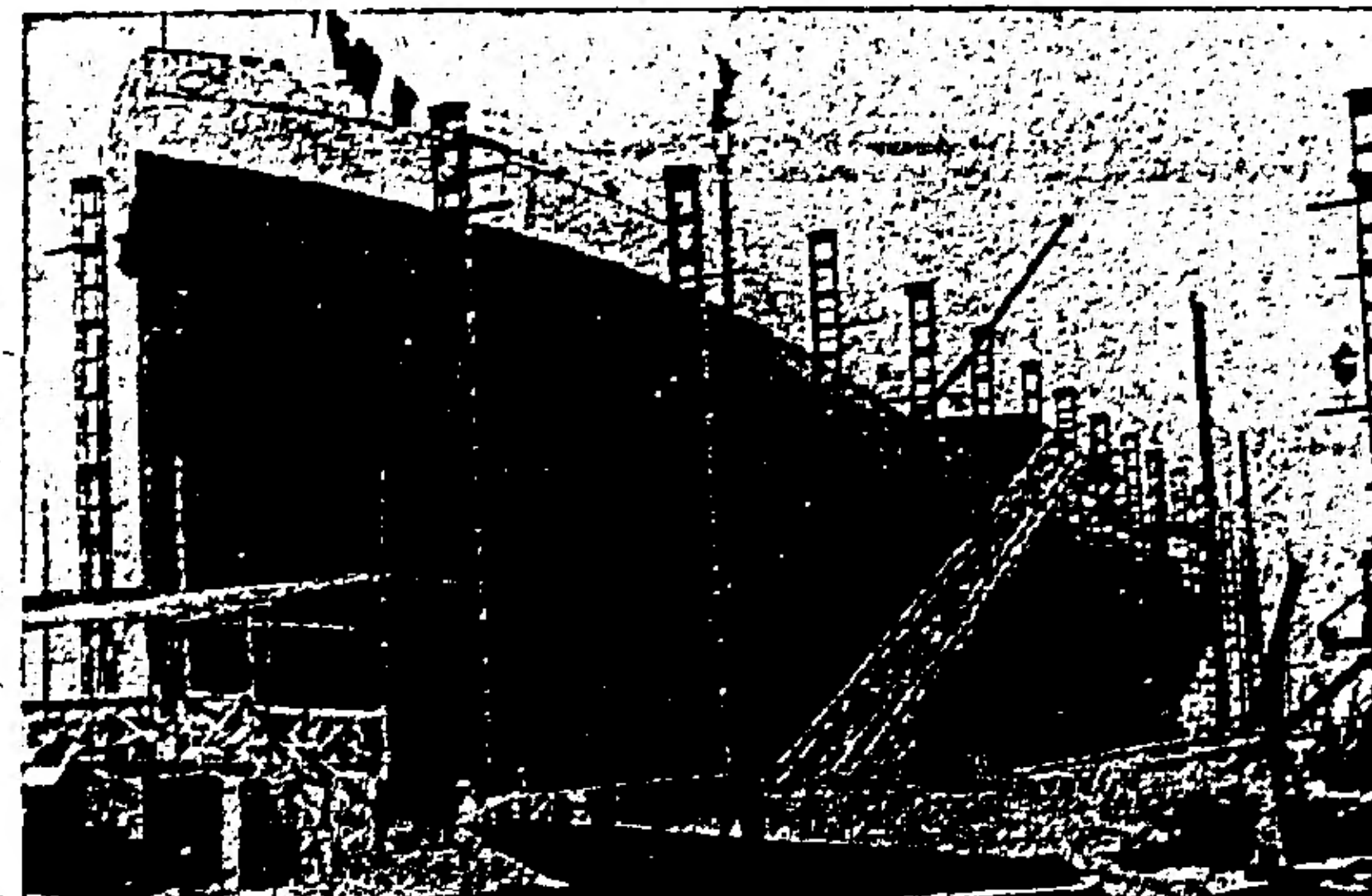
Breadth 49ft. 3in.

No. 1 Slip, Length 200ft.

Breadth 60ft.

No. 2 Slip, Length 220ft.

Breadth 60ft.



## Tai-Kok-Tsu

JOSMOPOLITAN DOCK

Length 466ft.

Breadth 35ft. in

Aberdeen

HOPE DOCK

Length 452ft.

Breadth 34ft.

LAMONT DOCK

Length 332ft.

Breadth 25ft.

Launch of Oil Tanker "PALUDINA" at KOWLOON DOCKS. Built to the order of The Anglo-Saxon Petroleum Co. Ltd.

Please Address Enquiries to the Chief Manager

R.M. DYER, F.R.E., M.I.N.A., KOWLOON DOCK HONGKONG.



Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)

TRAITS &amp; BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, PENINSULAR &amp; ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
MACEDONIA	11,000	27 Sept. 11 a.m.	B'bay, M'les, L'don, A'werp
KALYAN	9,000	11th Oct.	M'les, London & Antwerp
SICILIA	6,702	18th Sept.	S'pore, Pang, C'bo & B'bay
MANTUA	11,000	25th Oct.	B'bay, M'les, L'don, A'werp
DONGOLA	8,000	8th Nov.	M'les, London & Antwerp

**BRITISH INDIA-APCAR SAILINGS (South)**

JANUS 1 4.24 12th Sept. Calcutta via S'pore, Penang.

**EASTERN & AUSTRALIAN SAILINGS (South)**

ARAFURA 16,000 4th Oct. Manila, Hoilo, Sandakan, Thun, Is, Trille, B'hane, Sydney and Melbourne.

For further particulars apply to the Agents.

**SAILINGS TO SHANGHAI & JAPAN.**

S.S.	Tons	From Hongkong (about)	Destination
MANTUA	11,000	23 Sept. 10 a.m.	Shanghai, Kobe, Yokohama
SICILIA	6,702	2nd Oct.	Shanghai
DONGOLA	8,000	7th Oct.	Shanghai & Japan
ST. ALBANS	6,000	9th Oct.	Japan

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS. Passengers' Messing not more than 25 ft. x 14 ft. will be reserved at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE &amp; CO.

Agents.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

O.K., STRAITS, CHINA &amp; JAPAN Service.

**OUTWARDS.**

Vessel.	Due Hongkong.
S.S. GLENARY	5th October.
S.S. GLENAPP	5th October.

**HOMEWARDS.**

Vessel.	Leaves Hongkong.	Discharges.
S.S. GLENARIFFE	18th Oct.	G'oa, L'don, A'werp, H'burg.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE, MATHESON &amp; CO., LTD.

THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

**JAVA-CHINA-JAPAN LIJN.**

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA and JAPAN.

Steamer	From	Departure	Arrival
Tjisalak	Japan	in port	24th Sept. Java.
Tjitaroom	Shanghai	30th Sept.	2nd Oct. Banka, Batavia.
Tjikembang	Java	30th Sept.	6th Oct. Shanghai.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone Central No. 1574. York Buildings.

**HONGKONG, CANTON & MACAO STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

Sailings:—To Canton daily at 8 a.m. &amp; 10 p.m. (Sun. 10 p.m. only). From Canton daily at 8 a.m. &amp; 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

**HONGKONG-MACAO LINE.**

Sailings to Macao Daily at 8 a.m. &amp; 2 p.m. (Sundays at 9 a.m. only). Sailings from Macao Daily at 8 a.m. &amp; 2 p.m. (Sun. at 5 p.m. only).

Further information may be obtained at the Company's Office, 4A Des Voeux Road Central, Messrs. Thos. Cook &amp; Son or the American Express Company, Hongkong.

Shipping to Europe, Australia, and other Ports.

**N. Y. K.**

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai &amp; Japan ports.

SHIZUOKA MARU ... Saturday, 30th Sept. at 11 a.m. YOKOHAMA MARU ... Monday, 23rd Oct. at 11 a.m.

MARSEILLES, LONDON &amp; ANTWERP via Singapore, etc. KASHIMA MARU ... Friday, 29th Sept. at 11 a.m. HAKONE MARU ... Friday, 13th Oct. at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

MATSUMOTO MARU ... Thursday, 29th September.

LIVERPOOL via MARSEILLES.

TOYOHASHI MARU ... Second half of October.

SYDNEY &amp; MELBOURNE via Manila, etc.

YUSHINGO MARU ... Tuesday, 17th Oct. at 11 a.m.

AKI MARU ... Tuesday, 14th Nov. at 11 a.m.

NEW YORK VIA PANAMA.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES via Cape.

SOMBAI via Singapore, Penang &amp; Colombo.

SANTUKI MARU ... Monday, 25th September.

CALCUTTA via Singapore, Penang &amp; Rangoon.

MORIKI MARU ... Friday, 29th Sept.

NAOSAKI, KOBE &amp; YOKOHAMA.

AKI MARU ... Friday, 13th Oct. at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

FUSHIMI MARU ... Thursday, 28th Sept. at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292 &amp; 293. K. H. KAMEI, Manager.

**DODWELL & CO., LTD.**

REGULAR SAILINGS TO NEW YORK &amp; BOSTON FOR NEW YORK &amp; BOSTON.

S.S. "KENDAL CASTLE" Sailing on or about 15th Nov.

**LYDD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

RUMEL having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

**FOR SHANGHAI.**

S.S. "TRIESTE" Sailing on or about 30th October.

For BRINDISI, VENICE &amp; TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" Sailing on or about 22nd October.

Passengers' Luggage can be insured at the office of the Agents.

**NATAL LINE OF STEAMERS.**

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS

S.S. "UMLAZI" Sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LTD.

Telephone Central 1030. Agents.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILINGS SUBJECT TO ALTERATION.

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	24th Sept.	3rd Oct.
CHANGSHA	14th Oct.	24th Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

(JOHN SWIRE &amp; SON, LTD.)

Telephone Central No. 36.

Agents.

**"ELLERMAN" LINE.**

(Ellerman &amp; Bucknall S.S. Co., Ltd.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

**OUTWARDS.**

"City of Tokio" 20th Oct. Shanghai, Kobe &amp; Yokohama.

**HOMEWARDS.**

"City of Sydney" 19th Oct. L'don, A'werp, R'dam, H'burg, G'zow.

**PASSENGER SERVICE.**

"City of Paris" Mid. Dec. Marseilles &amp; London.

"City of York" Beg. Feb.

"City of Simla" Mid. March.

"City of Poona" Mid. April.

Subject to change without notice.

For further particulars apply to

REISS &amp; CO.

CANTON.

THE BANK LINE, LTD.

(Tel. Central 80).

**COASTAL SHIPPING.****INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG via Hoilow, Mingsang	Wed. 27th Sept. at 8 a.m.	
TTAO via S'pore & S'hai Wingsang	Wed. 27th Sept. at noon.	
STRAITS & Calcutta	Wed. 27th Sept. at 3 p.m.	
TIENSIN	Wed. 27th Sept. at 4 p.m.	
TTAO via S'pore & S'hai Vatsing	Thurs. 28th Sept. at noon.	
MANILA	Fri. 29th Sept. at 3 p.m.	
TTAO via S'pore & S'hai Hwangang	Sun. 1st Oct. at noon.	
SANDAKAN	Mon. 2nd Oct. at 2 p.m.	
BANGKOK via Swatow	Tues. 3rd Oct. at 3 p.m.	
STRAITS & Calcutta	Tues. 3rd Oct. at noon.	
KOBE	Thurs. 5th Oct. at noon.	
KOBE via Yokohama	Tues. 10th Oct. at noon.	
KOBE	Sun. 13th Oct. at 4 p.m.	

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoilow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" &amp; "MAUSANG". Both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between Hongkong &amp; Tientsin calling at Weihaiwei &amp; Chefoo. BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Fooksang" will be despatched on or about Wednesday, 27th Sept., at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON &amp; CO., LTD.

Telephone Central No. 215. General Managers.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To Sail
SHANGHAI & TSINGTAO	Liangchow	26th Sept. at 4 p.m.
H'HOW, P'HOI, H'PHONG, Kailong	27th Sept. at 7 a.m.	
MANILA, CEBU & ILOILO	Taming	28th Sept. at daylight.
AMOI & SHANGHAI	Shansi	28th Sept. at 9 a.m.
SAIGON	Hanyang	28th Sept. at 4 p.m.
SWATOW & AMOI	Klungchow	29th Sept. at noon.
SHANGHAI & TSINGTAO	Soochow	30th Sept. at 4 p.m.
SWATOW & SINGAPORE	Kiangsu	1st Oct. at noon.
SHANGHAI	Szechuen	1st Oct. at noon.
W'WEI, CHEFOO & TSIN Kueichow	3rd Oct. at 4 p.m.	
SWATOW & BANGKOK	Kaying	3rd Oct. at noon.
SHANGHAI & TSINGTAO	Kantow	3rd Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'pore.

For Freight or Passage apply to

BUTTERFIELD &amp; SWIRE.

(John Swire &amp; Sons, Ltd.)

AGENTS.

Telephone Central No. 36.

Cargo and baggage can be insured at the above office.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching	J. S. Thomson	TUES. 25th Sept. at noon.
Haifong	W. C. Patterson	FRI. 29th Sept. at 1 p.m.
Haifong	W. S. Turnbull	FRI. 29th Sept. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.

**NANYO YUSEN KAISHA.**

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE between JAPAN, HONGKONG &amp; JAVA.

For Batavia, Samarang &amp; Sourabaya.

S.S. SAMARANG MARU Sailing on or about 26th Sept.

For Moji, Kobe &amp; Yokohama.

S.S. MACASSAR MARU Sailing on or about 10th Oct.

For further particulars please apply to—

K. ISUZUKI,

Manager.

Tel. Central No. 2205.

Second Floor Prince's Building.

**SHIPPING NEWS.**

THE HUANGPU CONSERVANCY. Mr. Hsu Yuen, Commissioner of Foreign Affairs at Shanghai, is now in Peking with the object of discussing with the Government affairs connected with the Huangpu.

**LADY QUALITIES AS SHIP-ENGINEER.**

Miss Violet Drummond, daughter of the Hon. Mrs. Drummond, of Megginch Castle, Fortfarrish, having finished her apprenticeship as an engineer in Dundee, has accepted an appointment on the engineering staff of one of the Holt Line steamers, trading between Liverpool and Australia. She is the first woman thus to qualify.

**DANGERS IN SALVING.**

The dangers attending salvage work have been apparent in recent attempts to save as much material as possible from the wrecked Willshire. First a storm carried away a large portion of the vessel amidships, and this was followed by a hurricane which still further broke up the wreck. A considerable quantity of salvage gear was lost.

**ACCIDENT TO C. M. STEAMER.**

The China Merchants' Hsin-chang limped into Shanghai from Tientsin, remaining in port a few days for repairs. The propeller shaft was damaged on the voyage to Tientsin. On the return voyage, the Hsin-chang was accompanied by the Hsinlung, the latter vessel remaining within easy distance of the crippled steamer in the event of rough weather making it necessary to tow the Hsin-chang to Shanghai.

**REDUCING FUEL BILL OF C. S. SHIPS.**

The horsepower of engines on various types of U. S. Shipping Board vessels is to be tested by special apparatus purchased by the Fuel Conservation Department. This was announced by Captain C. A. McAllister, vice-president of the American Bureau of Shipping and chairman of the special Shipping Board committee, as a step in the plans to reduce the \$45,000,000 annual fuel bill. Captain McAllister said that accurate information on the power of many government ships was not available and must be obtained before adequate results could be obtained.

**SPACE-SAVING DIESEL DESIGN.**

According to the Motor Ship, the North British Diesel Engine Works, Glasgow, have completed a prolonged series of trials on a remarkable new type of oil engine for installation in motor ships, which, it is claimed, has only half the weight, and occupies approximately half the space of the normal four-cycle Diesel motor. The design differs from all existing types, and possesses the extremely novel feature of sliding cylinders. With an engine of this class, each stroke is a working stroke, which accounts for the fact that for a given power, the size and weight are considerably lower than when the single-acting two-cycle or four-cycle principle is employed. An engine of 2,000 h.p. is now being built for installation in a ship, and according to the article published in the Motor Ship dealing with this interesting development, such an engine occupies exactly the same space as a reciprocating steam engine. It can therefore replace the steam plant in existing steamers, and the entire boiler space would be rendered available for cargo carrying.

**C. P. PLANS.**The Victoria Daily Colonist says:—Plans of the Canadian Pacific Steamships to include Honolulu as a port of call during the winter months have been abandoned. It is announced by the Company. The Honolulu call has been cancelled for all sailings, and a new sailing list, made necessary by the elimination of the Hawaiian port from the schedule, is in course of preparation, and will be ready shortly. The call at Honolulu was to have been inaugurated this winter by the two new steamers, the Empress of Canada and the Empress of Australia. It was to have been made on the westbound voyages only. Although some time would be lost by this *départ*, it was anticipated that, as both ships were oil-burners, and would therefore be able to omit the call at Nagasaki, where the coal-burning liners of the company bunker in the Orient, the loss could be evened by that omission, and the fortnightly schedule maintained across the Pacific.



## NOTICE.

## BRAZILIAN CAFE.

A New Cafe, under the above title, has been opened at No. 77, Peking Road, Kowloon, (near the Star Theatre). All kinds of food and drinks, confectionery, ice cream, cigars and cigarettes supplied. A large of ourselves has just been received from Portugal.

The Management has made arrangements for breakfast to be served in the morning from 7.30 am. at a charge of \$12 per month.

S. E. WALDMAN,  
Proprietor.

## THE HONGKONG &amp; WHAM-POA LOCK CO., LTD.

NOTICE is hereby given that the Share Register and Transfer Books of the Company will be closed from the 2nd. to the 9th. October, 1922, both days inclusive.

Warrant for the Interim Dividend can be obtained at the Office of the Company, 2 Queen's Buildings, Hongkong, on and after the 11th. October, next.

By order of the Board  
R. M. DYER,  
Chief Manager,  
Hongkong, 18th. Sept., 1922.

## S. S. "TUNGSHING."

## STRANDED IN SWATOW HARBOUR

MESSRS. Jardine Matheson & Co., Ltd. (General Managers Indo-China Steam Navigation Co., Ltd., Hongkong), are prepared to receive Tenders for the temporary repair, floating, and delivery of the above steamer, her stores, apparel and tackle, afloat in the Harbour of Swatow, in a condition for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above.

## J. B. LAI.

THE ARK INDEPENDENT FROM (from real) is a new and modern motor launch, built in the United States, and is now on the water. It is a very fast and comfortable launch, and is suitable for all kinds of work. It is now on the water, and is ready for service.

A Reward of \$1000 is offered for information leading to the discovery of the person or persons who have stolen the motor launch "The Ark" from the Jardine Matheson & Co., Ltd. office, at No. 2, Queen's Buildings, Hongkong, on the 25th. Sept., 1922.

## J. B. LAI.

## THE COWIE HARBOUR COAL COMPANY LIMITED.

THE undersigned are prepared to quote prices for best quality freshly mined SILIMPOPO COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.  
Agents,  
THE OWIE HARBOUR COAL CO. LTD.

## MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern Motor Launch "ENRICA" (Built of Steel). Length overall—35' 6". Breadth moulded—11' 6". Depth moulded—3' 6". Draught moulded—1' 15" to 19". D.W. capacity on above draft—3 tons.

Speed—14 knots.  
Engines—Twin set "Kelvin". Motors, each 30 h.p.  
Installed with Electric Light.  
Price \$10,000 or near offer.

The Motorboat "KEIKUNG" (Built of Teak). Length overall—29' 8". Breadth—7' 5". Draught (approximate)—18". Engine—"Kelvin" Paraffin Motor.  
Price \$1,800 or near offer.

APPLY  
NESTLE & ANGLO-SWISS CONDENSED MILK CO.,  
11, QUEEN'S ROAD CENTRAL.

## THE UNIFICATION PROBLEM.

## A Reply to the China Association.

"Anglo-Chinese" writes as follows to a Shanghai contemporary:—At the annual meeting of the China Association held in London on July 27, the chairman (Mr. David Landale), in the course of his speech, opened that "if the people of China could rid themselves of their Military Governors, who waste the country's money on the upkeep of armies for the purpose of private aggrandizement, and replace them by Civil Governors, a great improvement would result."

This sort of opinion, to put it shortly, is quite meaningless. To begin with, the Chinese people have never shown themselves able to displace any type of undesirable authority placed over them, except in isolated instances, and when China was a land made up of a number of feudal states. Anyhow, the China Association used to say the same thing when China, under the old regime, possessed Civil Governors. The Mandarinate used to come in for some very severe nouncing at the hands of the Association. The criticism of self gain, ineffectiveness and oppression was then as freely applied.

At any rate, if ever there was some semblance of order, it was when the old monarchical system prevailed. The submission to the divine might of the Emperor was then complete, jealously guarded as it was by every gradation of civil and military power.

The trouble with China now is that she is getting foreign aid at too great a speed in certain respects only. A country which placed on the map of Europe would extend from the Atlantic shores on the west to the Baltic and Caspian and beyond on the east, offers no easy problem to tackle in the way of unification and control. The country is too huge and unwieldy for supervision from one central point. It is no easy to see what the future will hold for China. The only bright side to the picture is that her people are possessed of a lot of common sense, the heritage of an aged and definite civilization, and that they reasonably prefer peace to discord and disruption.

## PERTINENT PARS.

The man who thinks he is a way's right is wrong.

A woman who marries for money works more than eight hours a day.

Travel broadens a man, but flattens his pocket-book.

The man who forgets himself usually gets shown who he is.

We recently saw a bathing suit that looked like suspenders and a belt.

"Secret of long-life is work," says a contentarian and blast many a hope.

## NERVE-STORMS.

Lightning is not more erratic than the person who suffers from nerve storms. Though the victim is often accused of being "bad-tempered, the trouble is really one of health. Bad days usually begin with irritation on rising. Some little upset arouses a cantankerous mood, and once the balance topples all control is lost.

Nerve storms are dangerous; the wear and tear on the nervous system is highly exhausting and debilitating to the digestion and heart; it causes also congestion in the liver and brain; and, indeed, collapse sometimes follows.

Make no mistake—nerve storms indicate a nervous-dyspeptic state. When the digestion is perfect, the appetite is good, and food eaten keeps the nerves and blood well fed. Then such good health pervades the system that nervous disturbances are rare. Weak, irritable, nervous victims of digestion should turn up their nerves and strengthen their digestion with new blood. To make this new blood it is necessary to take Dr. Williams' Pink Pills, for these pills create new blood that makes you feel fit from tip to toe. You will be delighted with the keen appetite, energy and radiant good health that follow.

Chemists everywhere sell Dr. Williams' Pink Pills, or direct from Dr. Williams' Medicine Co., 96 N. 2nd Street, Shanghai. \$1.50 for one bottle, \$8.00 for six bottles, post free.

Write to-day for a free book on "The Nerves to the above address."

## EXCHANGE.

Opening Rate: closing Rate on Page 11.

## SELLING.

T/T Demand	26 1/2
30 d/s	26 13/16
60 d/s	
1 m/s	27
T/T Shanghai	Nom.
T/T Singapore	110 1/2
T/T Japan	118
T/T India	198
Demand, India	
T/T San Francisco & New York	57
T/T Java	148
T/T Marks	Nom.
T/T France	7 1/2
Demand, Paris	

## BUYING.

1 m/s. L/C	27 5/8
1 m/s. D/P	27 1/4
3 m/s. L/C	27 1/2
20 d/s. Sydney and Melbourne	23 1/4
India, San Francisco & New York	53 1/4
1 m/s. Marks	Nom.
1 m/s. France	7 3/4
1 m/s. France	7 9/16
Demand, Germany	
Demand, New York	57 1/4
T/T Bombay	
Demand, Bombay	198
T/T Calcutta	118
Demand, Calcutta	118
Demand, Manila	118
Demand, Singapore	110 1/2
Demand, Batavia	148
20 d/s. Haiphong	Nom.
20 d/s. Saigon	81 1/4
Sovereign	7 1/2
Sold last per fact	35 1/4
Forward	35 3/4
Bank of England rates	3 1/2
New York/London	4 1/4

## SUBSIDIARY COINS.

Hkong 50 cts piece	par
10 "	Par
5 "	par
Canton sub coin	20%